

# ALL HANDS

MAGAZINE OF THE U.S. NAVY



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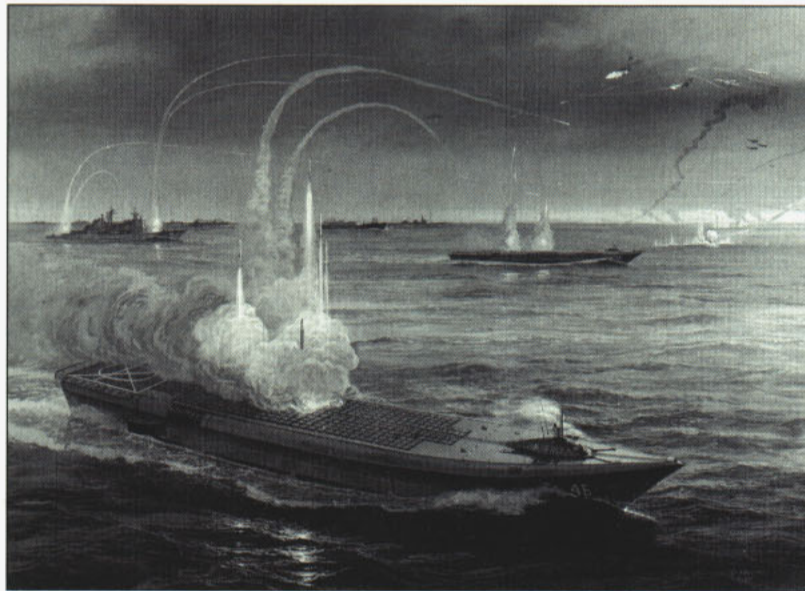
MAY  
1995





Teamwork gets the job done during an underway replenishment.





U.S. Navy photo

## Future Navy ships, Page 12



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**Front cover:** Mutant Ninja Blueshirts adorn a door aboard USS *George Washington* (CVN 73). (Photo by PH1 Jeffrey O. Landenberger) (This photo has been digitally altered.)

**Back cover:** SH3 Antonio Muniz can be found behind the counter of the ship's store aboard USS *Supply* (AOE 6). (Photo by PHAA David Schmidt)



# Charthouse

## CNO improves evaluation/fitness reports

Chief of Naval Operations ADM Mike Boorda has approved a new fitness report and evaluation system that will make the reports easier to use, easier to write and more meaningful for all Navy personnel.

The new system includes two evaluation forms, one for E-1 to E-6 personnel and one for E-7 to O-6. All those evaluated under the new system will be graded on seven traits. For E-1s to E-6s, the traits are professional knowledge, quality of work, equal opportunity, teamwork, military bearing and appearance, personal job accomplishment and initiative. E-4s through E-6s will also be graded on leadership.

For E-7 to O-6 personnel, the traits are professional expertise, leadership, equal opportunity,

military bearing and appearance, teamwork, mission accomplishment and initiative, and tactical performance.

Both forms also include five categories for promotion recommendations: promote early, must promote, promotable, progressing and serious problems. The new system will reduce grade inflation by limiting the percentage of people who can be rated in the top two groups.

"The key thing in these new evaluations — and the enlisted and officer evaluations share this feature — is you can only group a few in the top block," said Boorda. "I think it is a good system. The percentage will be high enough so that people can get in the top categories if they rate it, if they truly do a good job."

Under the new system, counseling will be required midway through the reporting period. Counseling marks will be done on the same form as the evaluation, but the counseling form will not be forwarded to BUPERS.

Reports will be issued annually for everyone except E-1 to E-4, O-1 to O-2 and CWO2 personnel, who will be counseled quarterly and receive reports twice a year.

"The system we're using today grades people fairly, it's understood by those who use it and it does allow selection boards to use those reports in a way that makes sense," said Boorda. "But to be as fair to people as we could, and to make sure the right people get selected for things, it's time to change the system." The changes were recommended by a working group headed by Chief of Naval Personnel VADM Skip Bowman.

A lot of hard work has gone into turning CNO guidance into a useful, simple and improved system for all our Navy personnel, said Bowman. "I am confident that we have taken a good system and made it better."

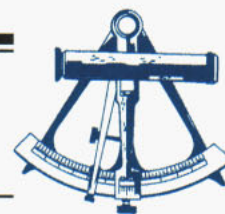
More information is available in NAVOP 009/95.

This new enlisted evaluation form will be in use starting Jan. 1, 1996. Some minor adjustments may still be made. The forms will be available this summer along with a revised instruction. The six-month transition period allows commands time to review the instruction and use the new required counseling forms.

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6. Grade		7. Title		8. Component		9. Period of Report		10. To	
11. Reporting Date		12. Grade		13. Title		14. SSN		15. To	
16. Continued employment and address									
17. Primary (Direct/Indirect) Supervising Officer (Signature)									
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## Stateside locales added for medical/dental screening

The Bureau of Naval Personnel (BUPERS) and the Bureau of Medicine and Surgery (BUMED) recently looked at a number of U.S. locations considered to be remote from medical or dental support. This review was done

to establish medical and dental screening requirements for those locations.

The following locations in the United States are considered remote: Adak, Juneau and Kodiak, Alaska; Bridgeport, San

Clemente Island and San Nicolas Island, Calif.; Key West, Fla.; Barking Sands, Hawaii; Cutler and Winter Harbor, Maine; Fallon, Nev.; and Sugar Grove, W.Va. Members and their families ordered to these locations must complete the medical and dental screening process before detaching from their current duty station.

For more information, call BUPERS (Pers 662D) at DSN 227-6621 or (703) 697-6621; or BUMED (MED-345) at DSN 294-0460 or (202) 653-0460.

## Military women will be honored in Washington

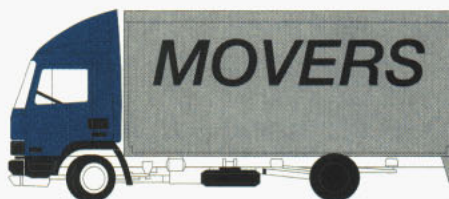
U.S. military women are asked to participate in creating a national memorial honoring them. More than 1.8 million U.S. military women will have their service careers displayed through the Women In Military Service for America (WIMSA) Memorial to be built at Arlington National Cemetery.

Ground breaking for the memorial is scheduled for June. The memorial will include a computerized data base of names and histories of past and present women who have served in the military. For more information, call (703) 533-1155 or 1-800-222-2294. †

## Household goods limits reduced for families bound for Japan

The limit for Sailors' household goods (HHG) shipment has been reduced to 75 percent of the normal weight allowance for personnel being assigned to naval units in mainland Japan.

The weight limit has been reduced because the majority of Sailors assigned to Japan are required to live on the local economy for an extended time after arrival and because most Japanese houses cannot accommo-



date more than 6,000 pounds of HHG.

The smaller size of most Japanese houses and the lack of local, reasonably priced, temporary storage, often force Sailors to pay a high price to store their excess HHG. The weight restriction will appear in the member's orders.

Sailors will be allowed to store their excess HHG in the United States while stationed in Japan and will be allowed their full weight allowance upon rotation from Japan. This change to weight restrictions does not affect specific activities in Okinawa. Personnel who will occupy govern-

ment quarters upon arrival in Japan also are not affected.

More information is available from detailers, sponsors and personal property shipping offices.

## Program launched to reduce sexual assault

With the initiation of the Sexual Assault Victim Intervention (SAVI) program, the Navy becomes the first service with a full-time effort specifically aimed at preventing sexual assault and assisting victims.

"This is a program that I am really proud of," said VADM Skip Bowman, Chief of Naval Personnel. "Not only are we working for zero tolerance of sexual assault and rape, we are going to provide comprehensive, standardized, victim-sensitive services Navy-wide."

SAVI has three parts: education on sexual assault awareness and prevention, victim advocacy and intervention, and data collection. A SAVI program office has been created at the Bureau of Naval Personnel (BUPERS), which is charged with the management of the program.

Last year, BUPERS stood up the first 28 SAVI program coordinator positions which are located at fleet concentration areas and at overseas remote sites. The first SAVI training for program coordinators was held in September 1994.

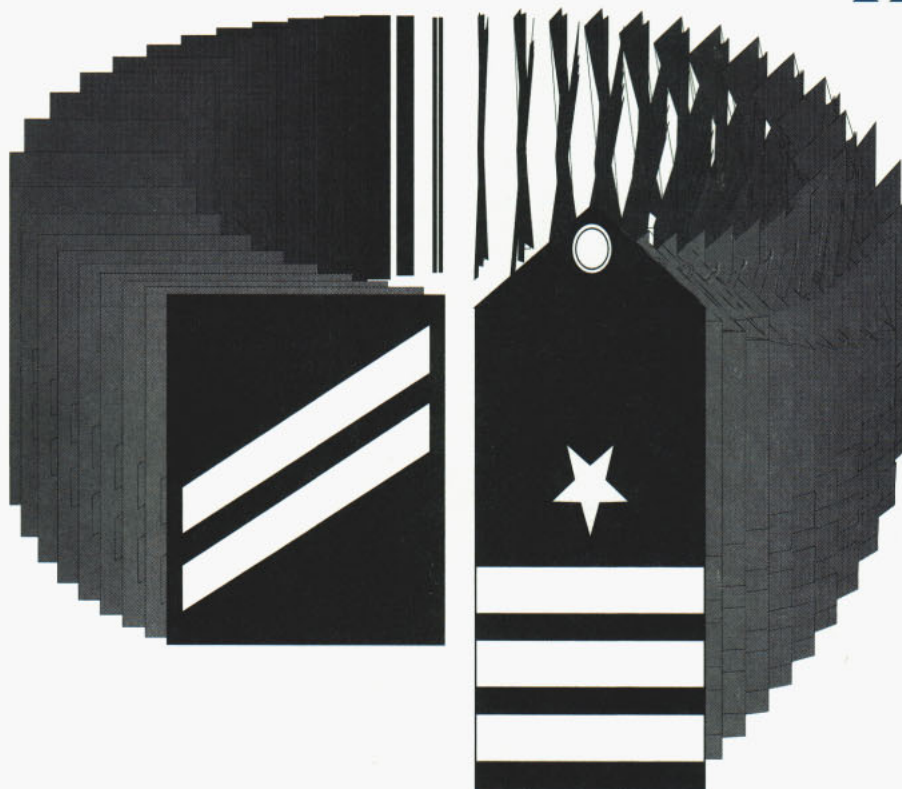
"SAVI is a big step toward educating about, responding to, and preventing sexual assault in the Navy," said CDR Glenna Tinney, the manager of the SAVI program. "We want to be able to provide the best possible assistance to the victims of sexual assault — plus answers — and teach how to prevent sexual assault as well."

NAVOP 006/95 provides additional information on the SAVI program.



## Trading Places

***So you're an E-2 striking to be a commander***



Story by LT John Wallach

**R**yan Flannery and Tonya Graham beat the sun to work. It was going to be a busy day.

Flannery, a 21-year-old fireman apprentice, and Graham, a seaman apprentice not yet out of her teens, sip their morning coffee, contemplating the day and the challenges it will bring.

For the next 24 hours, Naval Station Mayport, Fla., harbor operations department is theirs. The responsibility for ship movements, tug and crane services, hundreds of millions of dollars worth of equipment and the well-being of 130 Sailors will fall on their young shoulders.

It is an opportunity for which both have volunteered, and they assure one another they are up to the task.

A few hundred yards down the pier, the naval station's service craft division

is beginning another day. Clad in faded gray coveralls, CDR Dan Barrs, a 31-year Navy veteran and former enlisted Sailor, diligently scrapes old paint from one of the division's Mike boats under the watchful eye of a 20-year-old supervisor. "You'll need to put more elbow grease into it," the seaman instructed. "Aye, aye, sir," Barrs replied, now questioning the wisdom of his decision which landed him on the business end of the scraper. It seemed like such a good idea at the time, he thought to himself as the Florida sun grew hotter above him.

For "Upside-Down Day," the leadership of the harbor operations department was literally flip-flopped.

Here's how it worked: The department head, a commander, became an E-2. The assistant department head

became an E-2, division officers became E-3s, chiefs became E-4s and on down the line. Conversely, the department's E-1s became commanders, E-2s fletted up to become lieutenants, and so on.

"The day was an exercise in leadership — a day in the life of harbor ops," Barrs explained. "It was intended to give our young Sailors a look at themselves 15 years down the road and remind our leaders of the work they are asking their people to do every day."

Key to the project were the department's 15 civilian employees, who retained their normal positions to provide continuity. The new leaders' secret to success would be their ability to tap the civilians' experience and corporate knowledge to solve problems, Barrs said.





# at Naval Station Mayport



Photo by Martha Rimmer

SA Tonya Graham and FA Ryan Flannery, who shared duties as the harbor operations department head, talk over the day's ship movements with CAPT Scott Cantfil, Naval Station Mayport's commanding officer.

Back in the harbor operations office, the day's business gathered steam. Flannery took his 23rd phone call of the young morning while Graham prepared for the base's weekly executive steering committee (ESC) meeting. She reviewed her notes again for good measure.

"I was kind of nervous," Graham admitted. "I felt lost, but the ESC members asked for my input and coached me through it."

Cindy Weisner, the ESC administrative supervisor said, "I was impressed with the depth of understanding the young Sailors had of our mission."

Across the basin, Engineman Fireman Nell Collie was elevated to a position of leadership aboard one of NAVSTA's tugs. She said, "It was fun, but it was a lot harder than I thought.

As a leader you have to be here in case something happens. You're responsible. The day gave me a much better appreciation for what my supervisors have to deal with every day."

While most Sailors were ready and willing to trade places with their supervisors on a permanent basis when the day was done, Seaman Apprentice Wendy Myers said she was glad to be back in dungarees. As the deck leading petty officer for her tug for the day, the 23-year-old aspiring lithographer's mate found the role of supervisor challenging. "I learned what it takes to be responsible for the work of others," she said. "It's not easy."

By day's end, the new leaders had done a remarkable job, by all accounts. A downed tug and a small oil

spill were handled without incident. Ships moved, correspondence was completed, decisions were made. The order of the day had been carried out. The objectives of the exercise had been met.

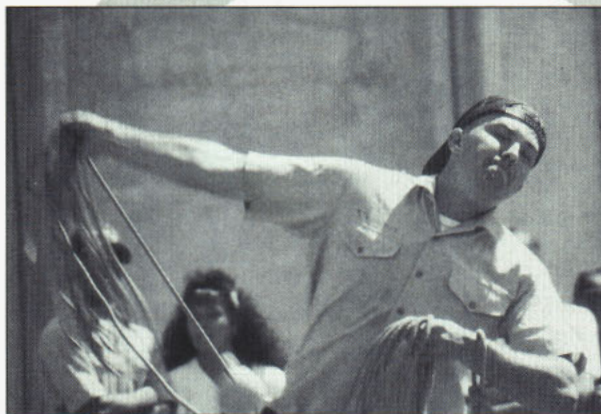
"I think this was a day we will all remember for the rest of our careers," Barrs said, reflecting on his most valuable lesson learned. "I saw proof that my leaders take care of their Sailors," he said, "because today, our Sailors took care of us."

*Wallach is the public affairs officer, Naval Station Mayport, Fla. †*



## Guam carries torch

Mediterranean  
Readiness  
2-94  
Almeria



USS Austin (LPD 4)



USS Harlan County (LST 1196)

Story and photos by JOSA Eric M. Wagner  
and JO2 Douglas M. Scherer

**T**he Olympics came back to Spain — but this time the contestants were Sailors and the contests were in seamanship and other shipboard skills.

USS *Guam* (LPH 9) placed first of four ships in the Mediterranean Amphibious Readiness Group (MARG) 2-94 Olympics in Almeria, Spain.

Other competitors in the event were USS *Austin* (LPD 4), USS *Tortuga* (LSD 46) and USS *Harlan County* (LST 1196).

During the four-day event, crew members displayed their talents in areas such as damage control, deck seamanship, operations and culinary

techniques.

The first day, events took place aboard *Harlan County* and tested the teams' damage control skills. As local citizens curiously watched, engineers competed in races in P-250 operations, pipe patching, fire-fighting and chemical, biological and radiological equipment donning, oxygen breathing apparatus relays and a written damage control exam.



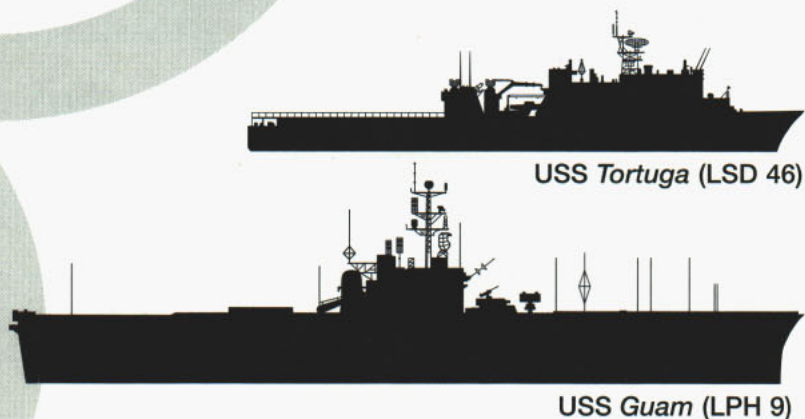
The next day, crews competed in an Emergency Escape Breathing Device (EEBD) relay race, the lube oil quality management oral board examination and the written Engineering Operational Sequencing System (EOSS) exam.

The competition then moved aboard *Tortuga*, where rating knowledge and expertise were essential. Contestants began with a 35-question



# at MARG olympics

## Amphibious Group Olympics Spain



written examination. Boiler Technician 1st Class Paul Bettis, team leader for *Guam* engineers said. "We were expected to identify oil samples from systems we don't use. We went into [the competition] not entirely sure what to expect, but we managed to do quite well."

The Olympics continued on day three aboard *Austin*, pitting each ship's best boatswain mates against one

another. Competition ranged from bolo hurling and line toss heaving, to the finesse of knot tying and the mastery of the boatswain's pipe. Day four brought communication and supply departments' competition aboard *Guam*. The communications teams took part in the signal flag hoisting competition. Teams had to encode two signals, then hoist them for the Junior Officer of the Deck

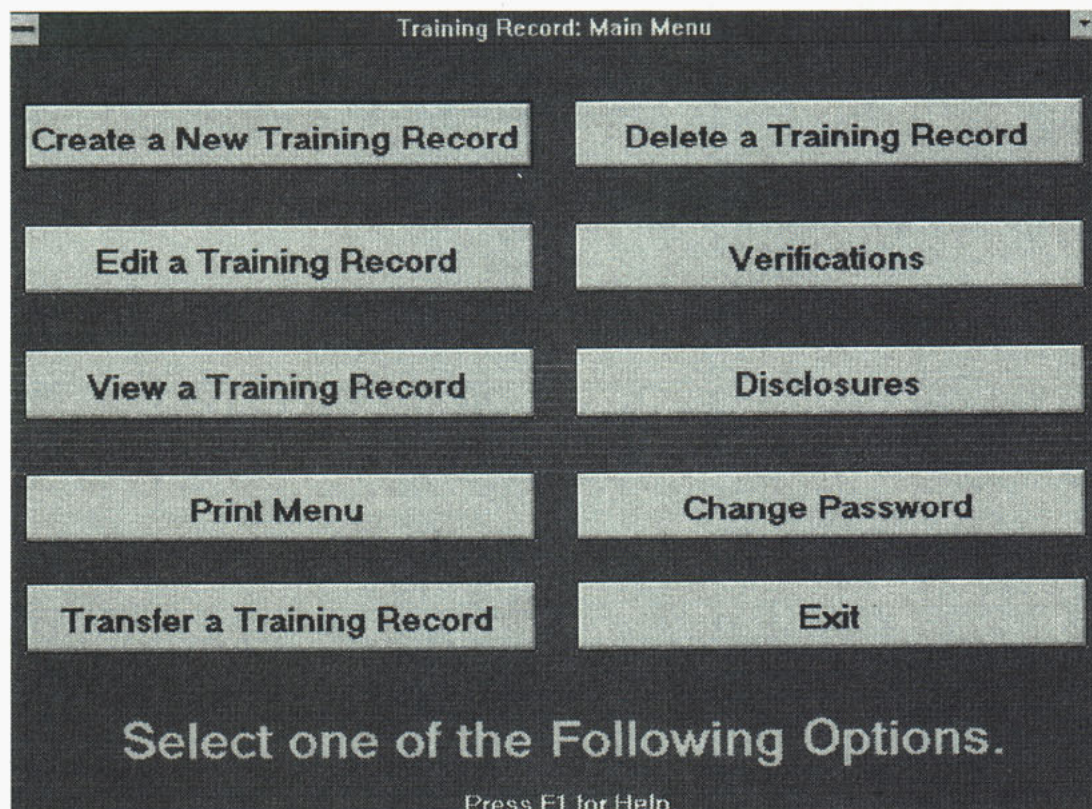
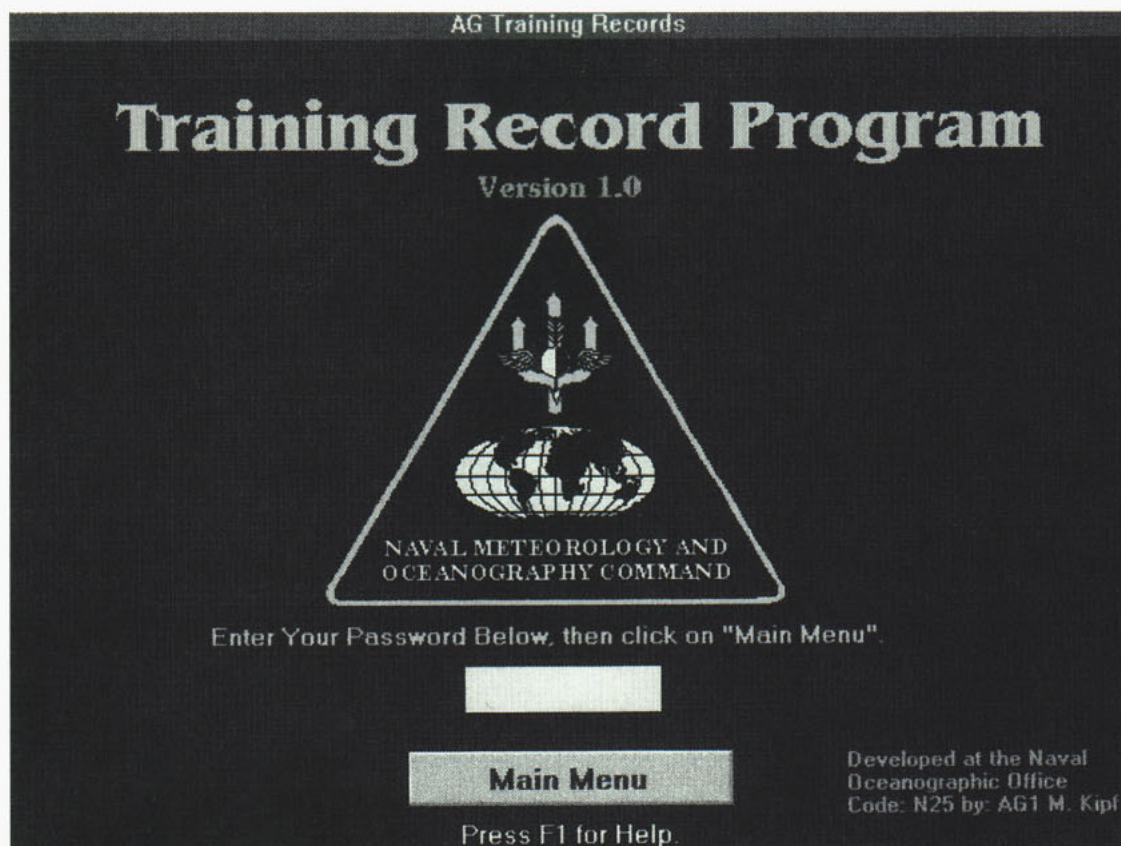
(JOOD). The team whose JOOD decoded the signal first won. *Tortuga* took first place in the event.

A chili cook-off and cookie baking competition between the supply departments followed. *Harlan County* took first in the chili cook-off, while *Guam* earned first place honors in the cookie competition.

With the judging complete, scores no longer mattered — all were winners. The spirit of competition drew the crews together in the best Olympic tradition. ⚓

*Wagner and Scherer are assigned to the public affairs office, USS Guam (LPH 9).*







# Paperless Trail

## AGs put standardized records on disk to replace unwieldy paper training jackets

**C**all it environmentally friendly or just good common sense, but a new computer-based training record is saving volumes of paper and offering some Sailors a standardized training record that can fit in their hip pocket.

The training record supports aerographer's mates (AGs), the Navy's enlisted weather specialists. It was developed at the Naval Oceanographic Office's (NAVOCEANO) Professional Development Branch. The branch provides training support to AGs; 1800 and 6460 designated officers; and Marine Corps weather specialists with various training programs and materials in the fields of meteorology and oceanography (ME-TOC); and mapping, charting and geodesy (MC&G).

In the past, AGs maintained personal training jackets for several years — usually plastic binders overflowing with a confusing array of forms, qualification letters, certificates of completion and advancement information.

Last year, the annual Naval Meteorology and Oceanography Command Chief's Conference recommended a new standardized training record be developed.

Tasked with the job, NAVOCEANO's training department discussed a number of methods to fulfill the requirements. They decided to develop a computer-based training record to allow a training officer or petty officer to edit a record, make multiple entries to any number of records and print the record.

When a member transfers, the record can be put on a standard diskette and easily transported to the new command

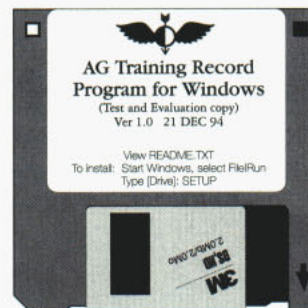
— a dramatic improvement over lugging a career's worth of training materials in a flimsy folder or bulky binder.

Aerographer's Mate 1st Class Mark Kipf developed the final product. He produced a program with more than a dozen functions to permit easy data entry on more than 20 different "pages." Among these are entries for advancement information for each pay grade, including a record of time-in-rate requirements, "A" school completion, NAV-LEAD completion advancement recommendations and Per-

sonnel Advancement Requirements.

Other entries include general military training attendance, on-the-job training, correspondence courses, Navy schools, a history of previous duty assignments, professional and personal qualifications, and college courses.

Kipf is already working on version 2.0, a non-rating specific program he expects could be used by other ratings or communities, squadrons, medical staffs and shipboard departments. †



U.S. Navy photo

**AGC(AW) John L. Riddick (right), supervisor of the professional development branch, NAVOCEANO, and training support specialist AG1 Mark C. Kipf make entries in an innovative computer-based training record.**



*For more information about the AG Training Record Program, contact AGC(AW) John Riddick at DSN 485-5075 or (601) 688-5075.*





## Getting Sailors back on track

Story and photos by JO1 Ron Schafer

**A**TENTION! EYES STRAIGHT AHEAD! HANDS FLAT AGAINST YOUR SIDE!" the voice of the corrections specialist resonates throughout the building leaving no doubt in anyone's mind as to who is in charge.

"WHEN I ADDRESS YOU, YOU WILL RESPOND IN A LOUD AND CLEAR VOICE! IS THAT CLEAR?! SOUND OFF!"

The Sailor responds but not nearly loud enough. He is told again to sound off but, again, his response is only a whisper compared to the tone of the commander. As he stands on the quarterdeck, the young Sailor, without even realizing it, has stepped back to square one.

To those who are unfamiliar with the Correctional Custody Unit, a division of the U.S. Naval Brig in Norfolk, it would seem to be nothing more than a mini-boot camp awarded as a result of nonjudicial punishment. It is so

much more.

While its Sailors get there as a result of misconduct, the center's mission is to provide them with practical training through a regimen of hard work, physical training and counseling so they may return to the fleet and successfully resume and complete their military obligations.

According to Signaller 1st Class (SW) Ted McAleer, a duty section leader at CCU, the curriculum is simple. "We teach success here," said McAleer. "We teach people to feel good about the work they're doing. The future of today's Navy is the young shipmate out there. And, if for whatever reason, they get led down the wrong path and get into trouble, we can stop the pattern of misconduct."

Sailors sent to CCU (awardees) are assigned tasks throughout the day. They are held accountable and encouraged to be resourceful in the successful completion of





those tasks, thereby learning to take pride in a job well done rather than simply following orders.

After a full workday, awardees attend two daily training periods covering motivational skills as well as general military training. They also participate in regular group and individual sessions with trained counselors. The counseling sessions, according to McAleer, provide an opportunity to talk openly about any topic and often help them to recognize correctable circumstances or behavior that may have contributed to their offenses.

"We give them all the tools they need to succeed," said the Elkhart, Ind., native. "It's then up to them to get into that tool kit and use it when they get back to the fleet."

"It's a self-discipline thing," explained one awardee. After six months in the Navy and a trip to captain's mast for dereliction of duty, he had been awarded CCU.

"You've got to take on everything on your own," he began. "You have the petty officers to guide you and show you how to do it, but they can't do it for you. It's like attention to detail. I always took that for granted. Here, they double-check things. You may have it close, but if it isn't right, forget it."

Some former awardees become skilled craftsmen with their new tools according to feedback surveys received by CCU. The data shows that most of those who return to the fleet do so successfully. That success includes being recommended for retention or advancement, advancing in rate, and, for some, being recognized as Sailor of the Month or Sailor of the Quarter.

"We have awardees come back and see certain petty

◀◀ U.S. Naval Brig, Norfolk, Va.

◀ DC2 Steve Concepcion and BM3 Love indoctrinate new awardees.

officers who made the biggest impression on them," explained Chief Electrician's Mate (SW) Brian Keller of Hartland, Wis. "They'll say, 'Look, I made third class. I've been advanced, I'm a seaman now.' We get that kind of feedback from individuals who are still in the area."

Keller, the CCU supervisor, added that he has even received positive feedback from individuals who, although they have been discharged from the Navy, wanted to express their appreciation for the lessons learned while at CCU.

Keller said that since moving from Naval Amphibious Base Little Creek, Va., in 1992, CCU has suffered an identity crisis and is, therefore, underused.

***"That's what this place is all about. It's here to help you help yourself."***

***— An awardee***

"Some commands don't know we still exist since we moved," Keller said. "We have a program that is available to all commands to use if they have individuals who have gotten into trouble. When the command wants to retain that individual, but restriction just isn't enough, and they view the only step left is to discharge the individual, we can reintroduce the military bearing, the professionalism and other core values that can help them to go back to the command and become a valuable asset."

"We tell them," explained Damage Controlman 2nd Class Steve Concepcion, a corrections specialist, "This is a turning point in your career, not only in your career but in your life. In the 30 days between the time you start and the time you finish, you're going to find that these keys to success that we give you will not only carry you through your naval career, but through your personal life and your civilian life as well."

Concepcion, a native of New York City, calls them life skills. Those life skills are the keys that open the tool kit CCU provides.

"That's what this place is all about," said the awardee. "It's here to help you help yourself." †

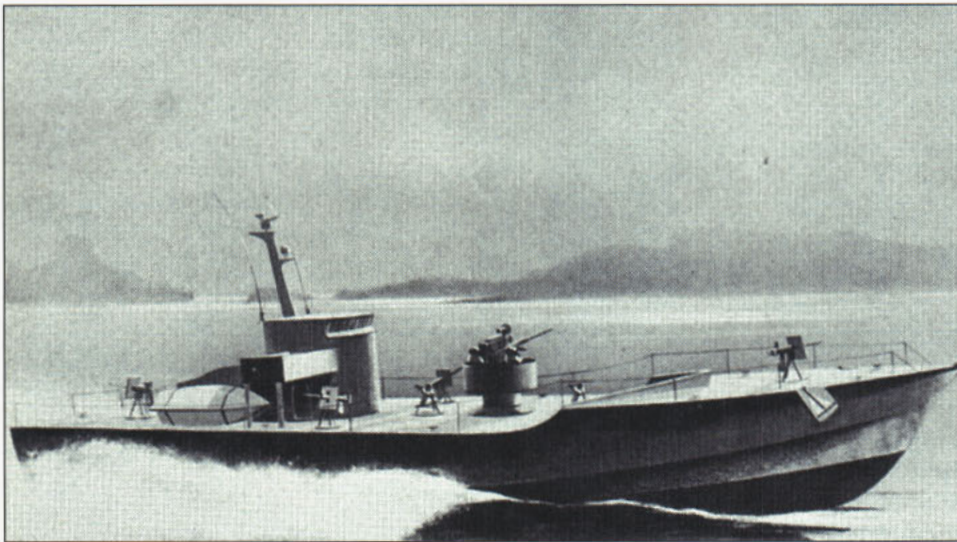
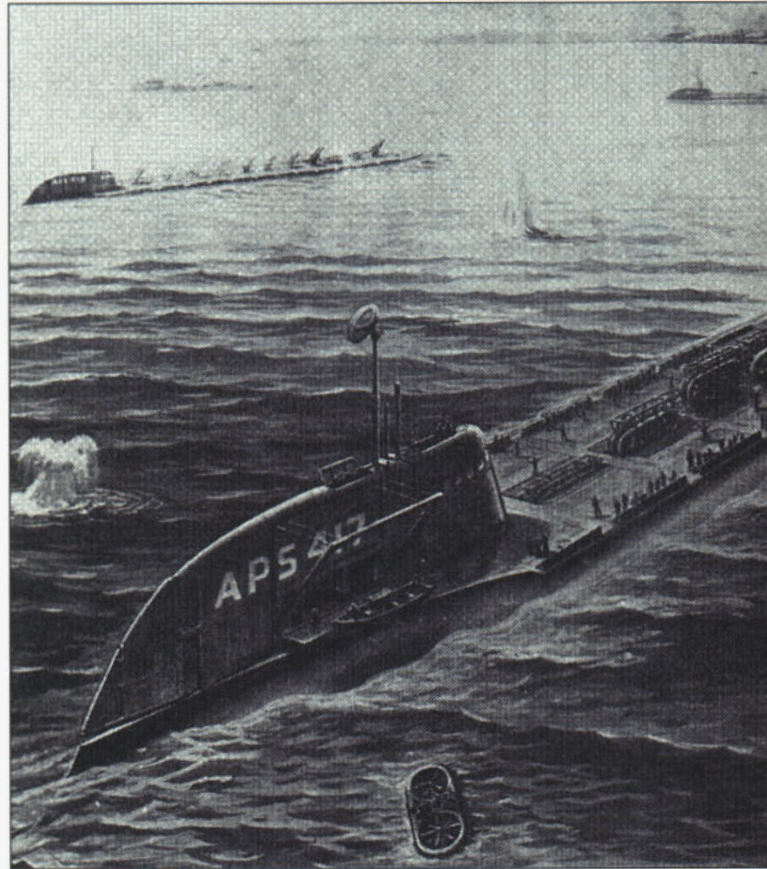
*Schafer is a Norfolk-based staff writer for All Hands.*



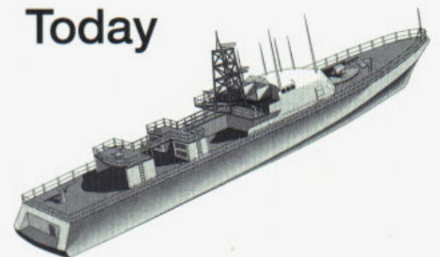
# Past, present and future

**H**ave you ever wondered what the fleet of the future might look like? More than 30 years ago, *All Hands* routinely answered that question and offered artists' interpretations of what today's fleet might look like. We've compared some of these 30-year-old ships of the future with what we actually have today. Going one step further, you'll also see a few of the concepts the Navy is considering for possible development. Maybe in 2030 *All Hands* will feature these ships in a story about what we were thinking about in the mid-1990s. ⚓

► From *All Hands*, March 1959: "The Secretary of the Navy was recently presented with the original of this painting which appeared not too long ago in *Mechanix Illustrated*. Conceived by Frank Tinsley, it illustrated an article concerning the potentialities of a 10,000-ton submarine, 720 feet long with a beam of 124 feet. It would abandon the traditional shape of present-day subs in favor of five cigar-shaped hulls — a sort of underwater-catamaran. Combined, they would form a 48-by-300-foot flight deck from which 20 air rafts could be launched at one time. It would carry 2,240 Marines in addition to the crew, as well as 40 air rafts. These would be twin-engined, 'amphibious' flying platforms with a speed of 100 mph."



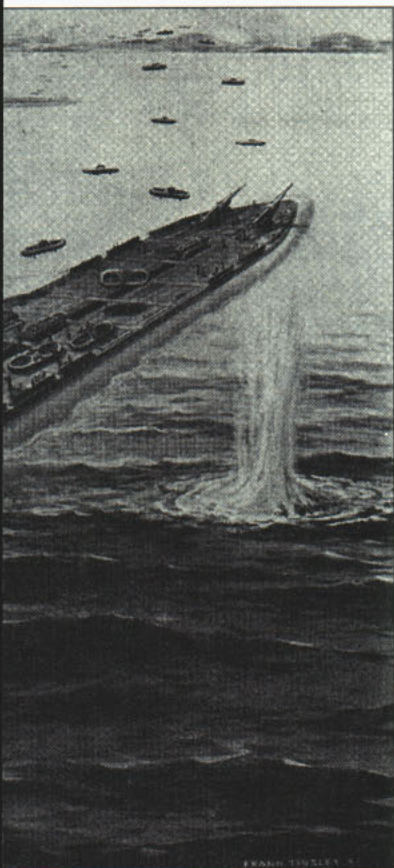
Today



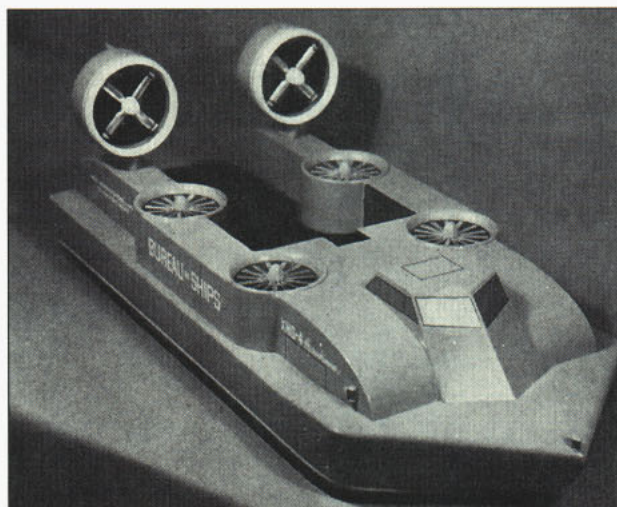
PC1

▲ From *All Hands*, November 1962: "Speedster — Two prototype motor gunboats are authorized for construction. These fast boats will operate offensively in coastal waters."





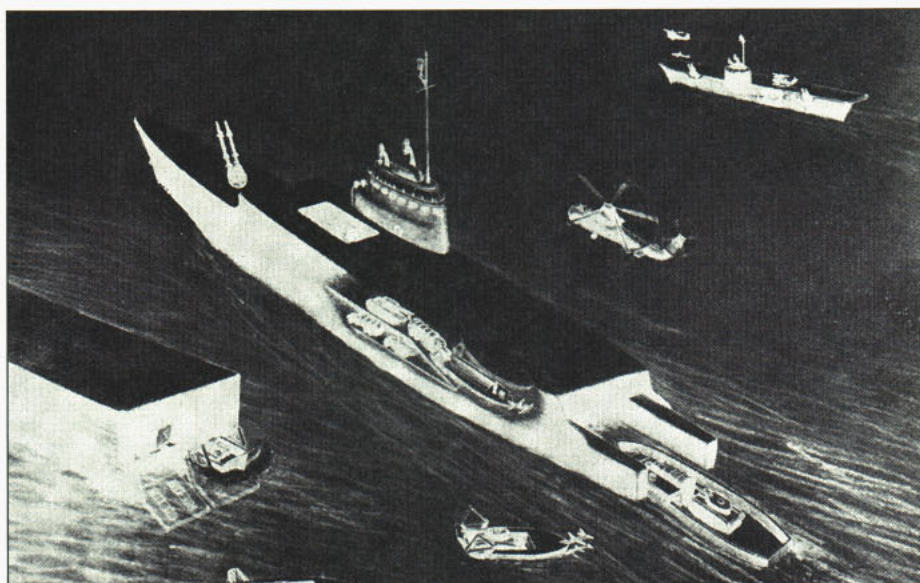
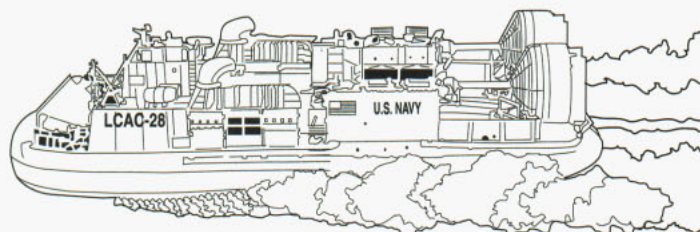
➤ From *All Hands*, December 1961: "Could be — This drawing of Navy ships looks fantastic today, but it could look very real in the future Navy."



◀ From *All Hands*, June 1962: "Testing — Bureau of Shipping-inspired hydroskimmer will cruise at high speeds."

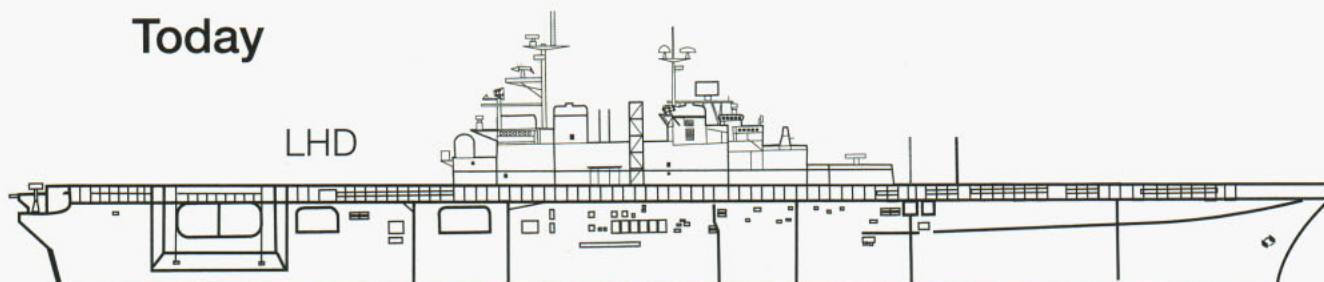
Today

LCAC



Today

LHD





# Looking ahead...

Photos courtesy of OPNAV

**S**tealthy design, modular construction and non-traditional underwater hulls are but a few of the design options we may see in the years to come.

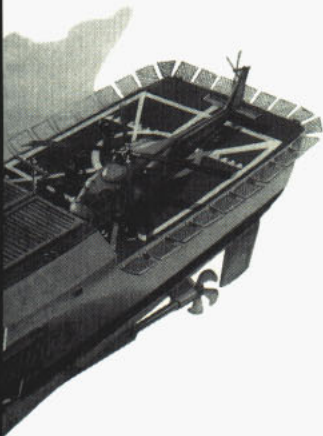
Advanced vehicles such as the surface effect ships (SES) and small waterplane twin hull (SWATH) have unique advantages for littoral warfare. The SES rides on a bubble of air, is fast, fuel efficient, has shallow draft and is resistant to mines. The SWATH is a superb sea keeper and can operate better than a comparable mono-hull in severe sea states. ⚓



➤ A SWATH hull makes for a stable platform for Marine Corps *Harriers* as they ski jump off the bow.

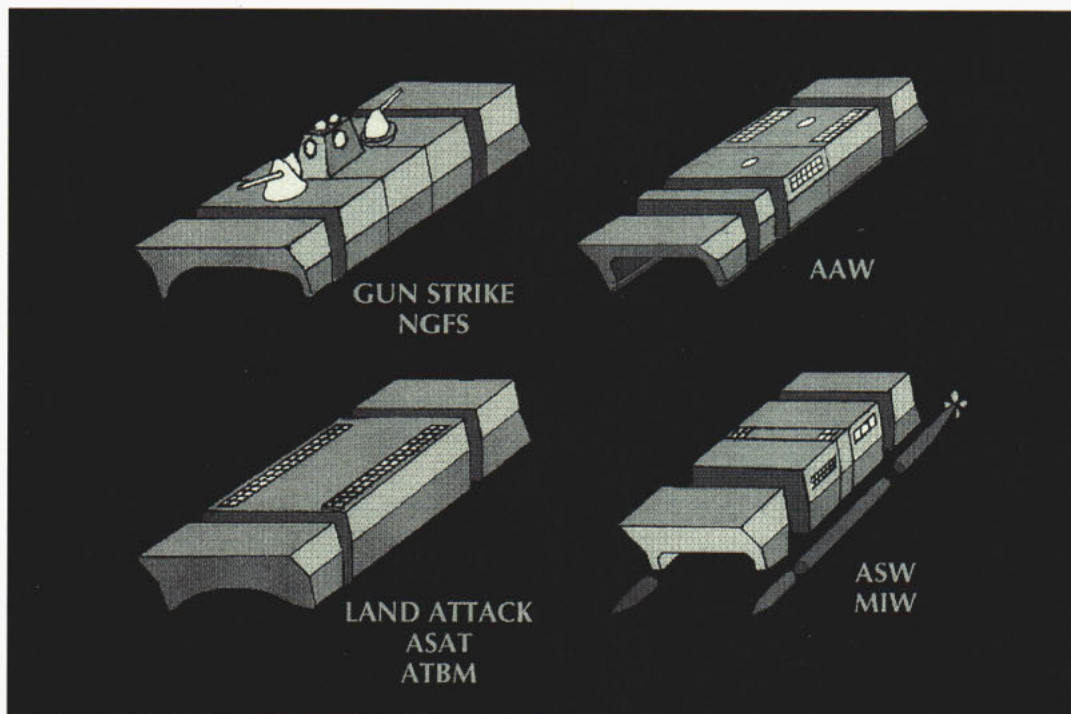
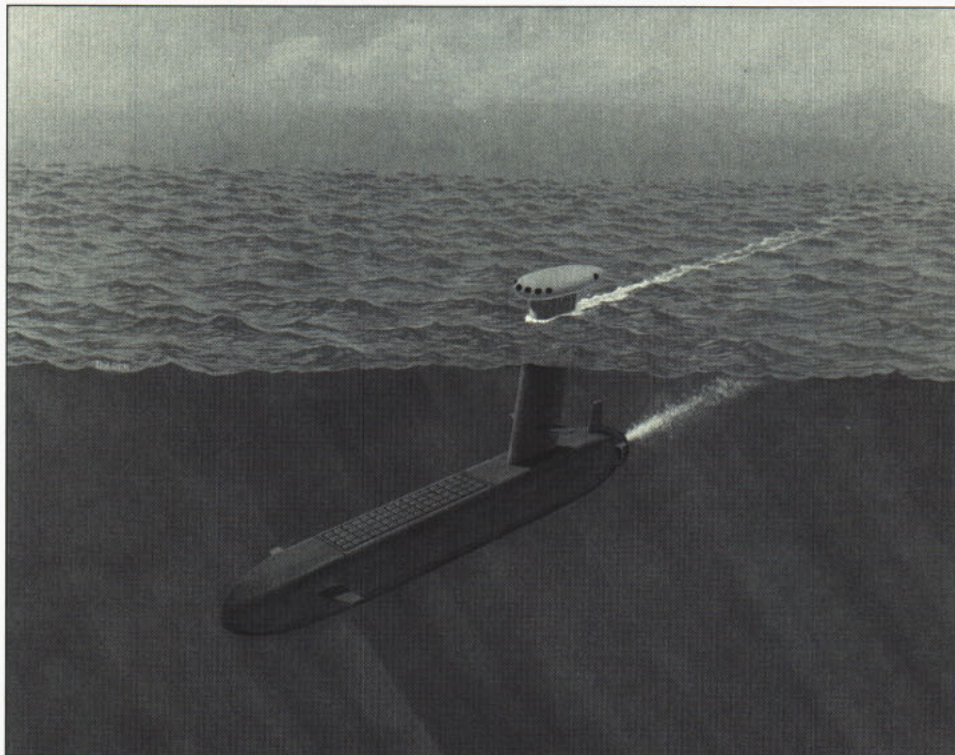






◀ A massive mix of surface-to-air and surface-to-surface missiles makes this low-silhouette surface warrior a potent platform.

● Will future Navy ships be semi-submersibles?



◀ Modular units could be plugged into a SWATH hull to mix and match capabilities as needed.



## Washington

Sailors - 2  
Contractors - 12  
\$9,300,000

## Oregon

Sailor - 1  
Contractors - 7  
\$11,052,000

## California

Sailors - 10  
Contractors - 159  
\$70,130,000

## Hawaii

Sailor - 1

## Utah

Sailor - 1  
Contractors - 4  
\$668,000

## Arizona

Sailor - 1  
Contractors - 8  
\$63,193,000

## Montana

Sailor - 1

## Colorado

Sailors - 3  
Contractors - 6  
\$132,000

## New Mexico

Sailors - 0  
Contractors - 4  
\$226,000

## South Dakota

Sailors - 2

## Nebraska

Sailors - 2

## Kansas

Sailors - 2  
Contractors - 5  
\$178,000

## Oklahoma

Sailors - 2  
Contractors - 10  
\$1,528,000

## Texas

Sailors - 8  
Contractors - 32  
\$11,426,000

## Building blocks of a submarine

**F**ighting ships are more than a product of just one ship yard — they are built with components from sea to shining sea. Their crews, too, come to the waterfront from cities and towns across the country. Our newest fast attack boat, *Seawolf* (SSN 21) is a stealthy example of the best of America going into a high-tech fighting machine. Parts for the submarine are made in 40 of the United States. The 117 Sailors of *Seawolf's* precommissioning crew (as of March 14, 1995) are perhaps the most important reflection of their country and their Navy. These men represent 37 different states and Puerto Rico. From all across America 1,910 contractors have performed work relating to the construction of the submarine. These contracts account for more than \$704,276,000. Look and see if your home state is helping build *Seawolf* (SSN 21). †





**Minnesota**

Sailors - 2  
Contractors - 11  
\$71,000

**Iowa**

Sailor - 1  
Contractors - 5  
\$85,000

**Missouri**

Sailors - 2  
Contractors - 11  
\$411,000

**Arkansas**

Sailors - 2  
Contractors - 2  
\$871,000

**Louisiana**

Sailors - 5  
Contractors - 11  
\$792,000

**Wisconsin**

Sailor - 1  
Contractors - 27  
\$25,889,000

**Michigan**

Sailors - 0  
Contractors - 26  
\$8,793,000

**Illinois**

Sailors - 5  
Contractors - 70  
\$5,675,000

**Indiana**

Sailors - 0  
Contractors - 18  
\$7,609,000

**Ohio**

Sailors - 5  
Contractors - 74  
\$24,933,000

**Kentucky**

Sailor - 1  
Contractors - 6  
\$5,596,000

**Tennessee**

Sailor - 1  
Contractors - 37  
\$1,899,000

**Mississippi**

Sailor - 1  
Contractors - 1  
\$136,000

**Alabama**

Sailors - 2  
Contractors - 4  
\$1,348,000

**New York**

Sailors - 11  
Contractors - 187  
\$30,165,000

**Pennsylvania**

Sailors - 6  
Contractors - 158  
\$114,323,000

**New Jersey**

Sailor - 1  
Contractors - 144  
\$42,274,000

**Delaware**

Sailors - 0  
Contractors - 6  
\$1,476,000

**Maryland**

Sailors - 2  
Contractors - 22  
\$3,042,000

**West Virginia**

Sailors - 3  
Contractors - 6  
\$2,194,000

**Virginia**

Sailors - 3  
Contractors - 36  
\$8,353,000

**North Carolina**

Sailor - 1  
Contractors - 28  
\$9,656,000

**South Carolina**

Sailors - 0  
Contractors - 21  
\$1,552,000

**Georgia**

Sailors - 5  
Contractors - 9  
\$1,077,000

**Florida**

Sailors - 11  
Contractors - 36  
\$6,584,000

**Puerto Rico**

Sailor - 1

**Maine**

Sailor - 1  
Contractors - 9  
\$3,100,000

**New Hampshire**

Sailors - 0  
Contractors - 19  
\$5,035,000

**Rhode Island**

Sailors - 0  
Contractors - 79  
\$9,395,000

**Massachusetts**

Sailors - 4  
Contractors - 253  
\$140,217,000

**Connecticut**

Sailors - 4  
Contractors - 347  
\$73,892,000





# USS *Supply*: customer service in action

Story and photos by JO1(SW) Matthew Gowan,  
photos by PHAA David Schmidt

For Sailors on board USS *Supply* (AOE 6), customer service isn't just when a ship pulls alongside for beans, bacon or bullets. It's a commitment to taking care of Sailors that is evident in every nook and cranny of this brand-new, state-of-the-art combat logistics force ship.

For the young seaman who spent the last 14 hours in an underway replenishment detail, and then stood a four-hour bridge watch, it means getting his or her pay problems fixed without having to wait for the disbursing clerks to open for business the next day.

The commitment to customer service is "an ingrown, heart-felt attitude to help people," for Disbursing Clerk 3rd Class Solomon Bostic of Miami. "That's the reason why I chose to be a DK," he said. "It's customer-service oriented. I just like people."

The customer-service push goes beyond *Supply*'s disbursing office. It permeates the ship.

"The crew shouldn't have to worry about their support. The customer is No. 1," said Jacksonville, Fla., native LT Sharon Chapman, assistant supply officer. She ensures the crew knows that the supply department is dedicated to customer service.

"Our job is to make Sailors happy. We make sure the laundry is done, even if it comes down late one day. We make sure the ship's store is stocked. We make sure there's hot food in the mess line."

Customer service is also the standard in *Supply*'s ship's store. "The best part of my job is knowing that my shipmates are working hard during the day, and they can get whatever they want from the ship's store," explained New York City, native Ship's Serviceman 3rd Class Antonio Muniz. Muniz admitted it's not always easy to embody customer service. "It's difficult if you're having a bad day. You've got to try your best not to lose your temper. You can't show your anger to the customer."

The ship's store is the lifeline of the ship. The gossip and gouge come in and go out of the store with each customer.

"I like being in the ship's store. I can speak with the crew," Muniz explained. "It's the main place. It's the World Trade Center of USS *Supply*."

For one of the two postal clerks on board *Supply*, customer service is all a matter of outlook. "The last thing the crew



▲ SN Daniel Davis completes PMS on *Supply*'s line 7, ensuring the line is in proper working condition.

● Members of *Supply*'s flight deck crew take a breather during a break in vertical replenishment (VERTREP) operations.

needs after working all day is to talk to someone in an office who has an attitude," said Postal Clerk 2nd Class Christopher Chapman.

The Gainesville, Ga., native's day begins by going around the ship and collecting mail from six mailboxes and then processing that mail for dispatch. The job isn't without its rewards, said Chapman.





◀ MS3 Kevin Hyers, of Sugar City, Colo., retrieves food from the galley warmers and prepares to place it on the steam line for midrats.

▼ DK3 Solomon Bostic of Miami, demonstrates regular maintenance on one of Supply's ATMs to Disbursing Officer ENS Crystal Brown.





"The best part of the job is holding mail call and being able to give that Sailor the letter he or she has been expecting from a loved one. It gets them going again after a long day."

But all the letters in the world won't mean anything without a hot meal in your belly.

Supply's food service officer, LTJG Jorge Gonzalez, said, "Customer service is the way you treat people. We want to make

sure everything is clean and ready to go. No one wants to come to a dirty mess deck after working hard all day."

That means long hours for the ship's mess management specialists and food service attendants. "There are days that we'll start serving dinner at 4:30, and we don't close the line until 7:15 or 7:30. Sometimes we even take meals up on deck to the people still working. We're not required to do that, but we do it in support of the crew."

Customer service is the law, explained Supply's top pork chop. "We're committed to customer service, whether it's serving personnel in disbursing or issuing a part for one of the main engines," explained CDR Charles Lilli of East Stroudsburg, Pa.

Computer automation helps Supply take care of Sailors. "Everything that can be automated is," explained Lilli. "Automation makes things go better. Standing in line doesn't do that for you."



Hook-up men return to the safety of the hangar bay after retrieving a pole pendant and its slings from a load of missiles.

The ship has a customer service and response program that uses the full capabilities of Supply's computer network and modem capabilities. The system enables crew members to initiate inquiries on a 24-hour basis, and they are guaranteed to receive a response within 72 hours.

The captain of this new ship knows he's a lucky man. "We're setting the standards. There's pride in being the first of a class," said CAPT John J. Bepko III of Milford, Conn.

Supply is the first of three ships to be built in the new AOE class. Pride is evident with the Sailors on the deckplates. E-1 to E-3 personnel make up 48 percent of the ship's crew. "They have an enormous amount of responsibility," said Bepko.

One of those deckplate Sailors is Seaman Michael Redding, who is striking for ship's serviceman. The Indianapolis native is responsible for washing 600 pounds of laundry a day. He sums up the attitudes of most of Supply's men and women. "The best part of the job is being able to come in and complete a job. It makes me feel good. You know, a job well done." †

Gowan is a photojournalist and Schmidt is a photographer's mate assigned to Navy Public Affairs Center, Norfolk.

## USS Supply carries the torch

Even though three previous ships were named Supply, AOE 6 was the first named to honor the men and women of the Supply Corps.

"We have the perfect name," declared CAPT John J. Bepko III, Supply's commanding officer. "We can go anywhere, during peace or war. Whatever the fleet needs, we're

there."

Supply's Supply Officer, CDR Charles Lilli agrees. "Naming the ship Supply is very appropriate. The ship embodies all of the basic principles of the men and women of the Supply Corps."

Supply is the largest gas turbine-powered ship in the world. Bepko said that's Supply's best asset. It allows the

ship to steam with the battle group. "We're a multi-product, huge warehouse that can go as fast, or faster, than anyone else in the battle group."

The ship's motto, "Carrying the fire," signifies that the crew of USS Supply is carrying the torch of freedom passed to a new generation by all Navy men and women who served their country. ‡



# Would you believe...?

✂ *Supply* carries 20,880 eggs on board for the crew. That's enough eggs for you to have a two-egg omelette every day for more than 28 years. If you don't think that will tide you over until lunch, they also carry an additional 300 pounds of frozen eggs.

✂ If you'd like a couple of slices of bacon to go with that, *Supply* carries almost 15,000 pounds of bacon, enough for more than 400 years.

✂ If that's a little too much cholesterol for you, try cereal. *Supply* carries more than 86,000 boxes of single-serving cereal. Enough to keep your breakfast nook stocked for 235 years.

✂ When *Supply* sends cookies or brownies to another ship during an unrep, the ship is continuing a tradition that's been around since the early days of the British Navy.

✂ *Supply* can leave Norfolk, steam around the world and pull into San Francisco on one tank of fuel.

✂ *Supply* carries enough material for you to make almost 500 years of peanut butter and jelly sandwiches for lunch.

✂ *Supply* carries 7,000 cases of soda in its soda storeroom for the fleet. You could have two sodas a day for the next 230 years.

✂ *Supply's* payroll is \$101,990.29 per month.

✂ The ship's ATM machines dispense more than \$500,000 dollars a year.

✂ *Supply's* ship servicemen wash and dry more than 156,000 pounds of laundry in a year. It would take a single Sailor 150 years to do that much laundry once a week.

✂ *Supply's* ship's store sells about \$240,000 worth of goods in a year. That's enough to buy more than 600,000 candy bars.

✂ The most popular item in *Supply's* ship's store is Drum-

stick ice cream cones.

✂ Almost 7,830 haircuts are given in the ship's barbershop in a year. That could give you a haircut every week for the next 150 years.

✂ It takes Mess Management Specialist Seaman Apprentice Chris McDougal of Maxton, N.C., about three hours to make the 800 pastries eaten at breakfast daily.

✂ You can resolve any pay problems within 72 hours on board *Supply*, and you don't even have to go to the disbursing office.

✂ The average age of *Supply's* crew is almost 19.

✂ *Supply* can refuel a battle group twice before needing to refuel itself.

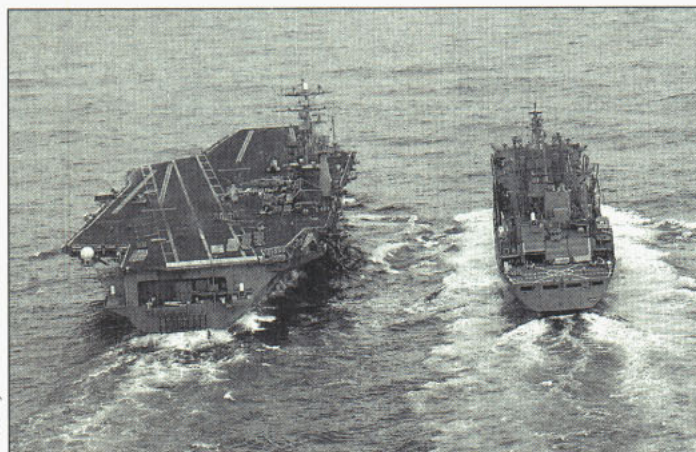


Photo by PHAA David Schmidt

***Supply* can replenish up to four ships at a single time and can refuel 12 ships a day.**



## Supply springs to action

If there's a Sailor who never has a problem having friends on a ship, it's got to be the postal clerk. PC2 Christopher Chapman, from Gainesville, Ga., sorts mail for distribution.



Photo by JO1(SW) Matthew Gowan

Photo by PHAA David Schmidt

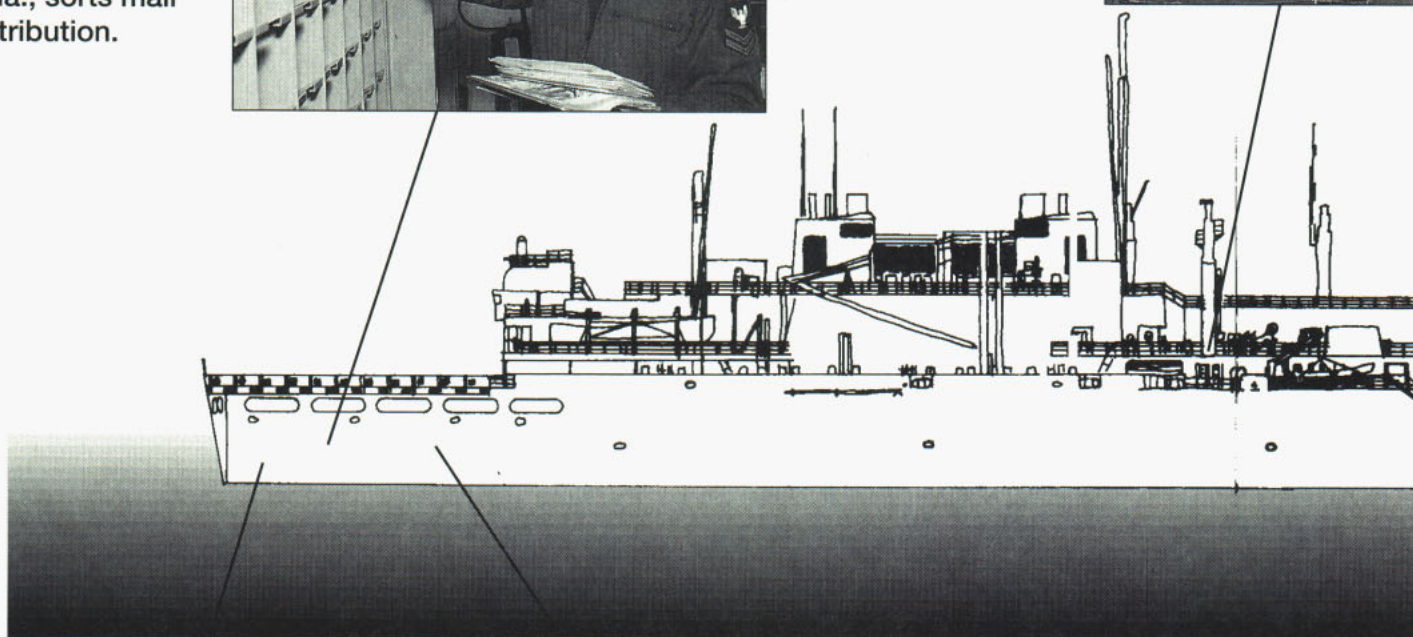
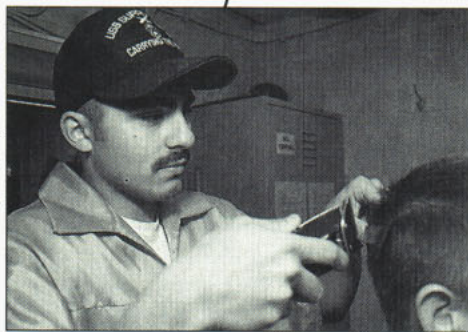


Photo by JO1(SW) Matthew Gowan



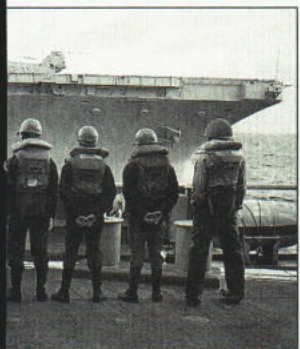
SHSN Jason Campuzano, a native of Queens, N.Y., says he gives about 30 haircuts a day.

Photo by PHAA David Schmidt



SH3 Kenneth Maye of Monticello, Miss., is responsible for stocking the ship's soda machines. Maye says he usually refills the machines twice a day.





Members of the rig team at *Supply's* underway replenishment station 12 stand by as USS *George Washington* (CVN 73) makes its approach alongside.

Photo by JO1(SW) Matthew Gowen



Line handlers spring into action after the phone-talker barks, "Single up all lines."

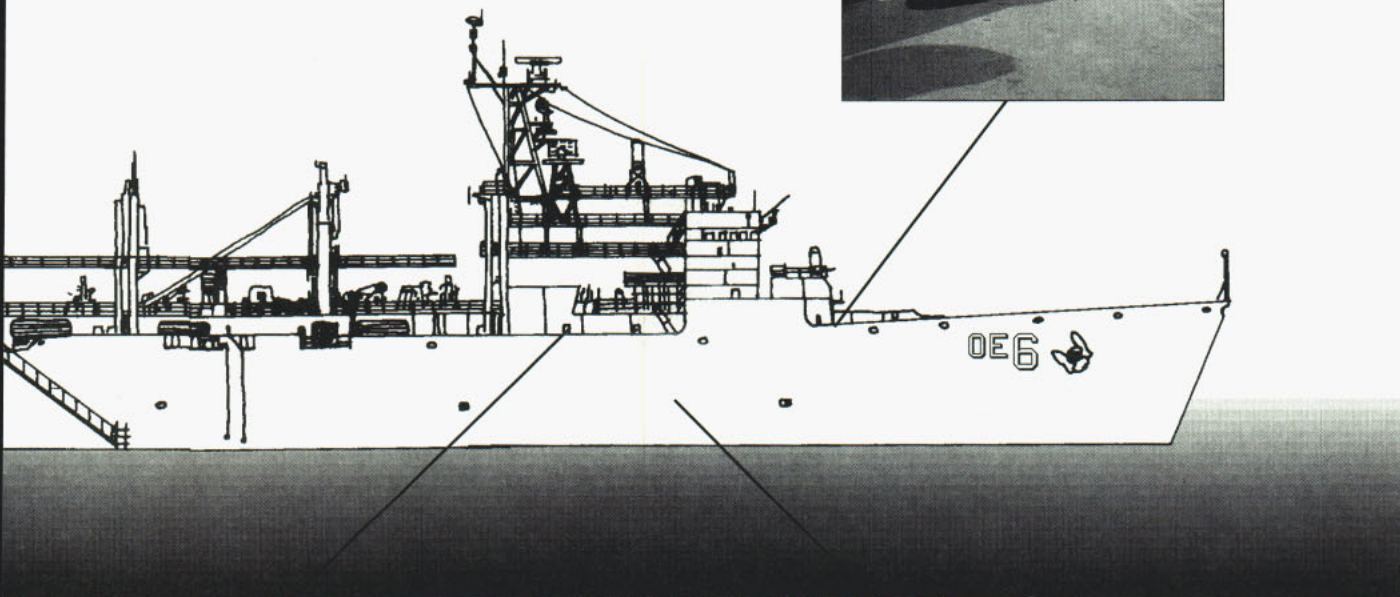
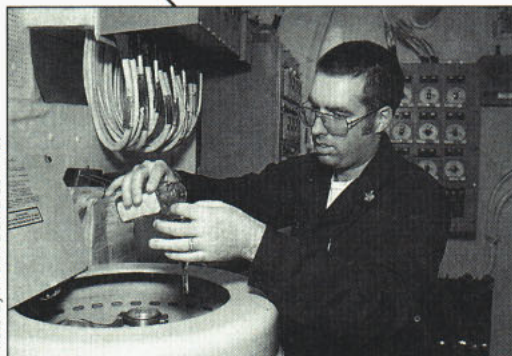


Photo by JO1(SW) Matthew Gowen

BM1(SW) Cassius Farrell and BM2 Legrand Davis check items in *Supply's* ready lifeboat before getting underway.

Photo by PHAA David Schmidt



GSM1 Mark Metz of Ortonville, Mich., prepares to do a test on fuel and oil in a centrifuge.



## Where we went on cruise



Photo by PH2 Scott Tolle

*YN2 Lester Thompson, of Antarctic Development Squadron (VXE) 6, spends time with a youngster from Cholmondeley Children's Home, outside of Christchurch, New Zealand. VXE 6 has been sponsoring visits to the children's home for the past four years, in support of Project Handclasp.*

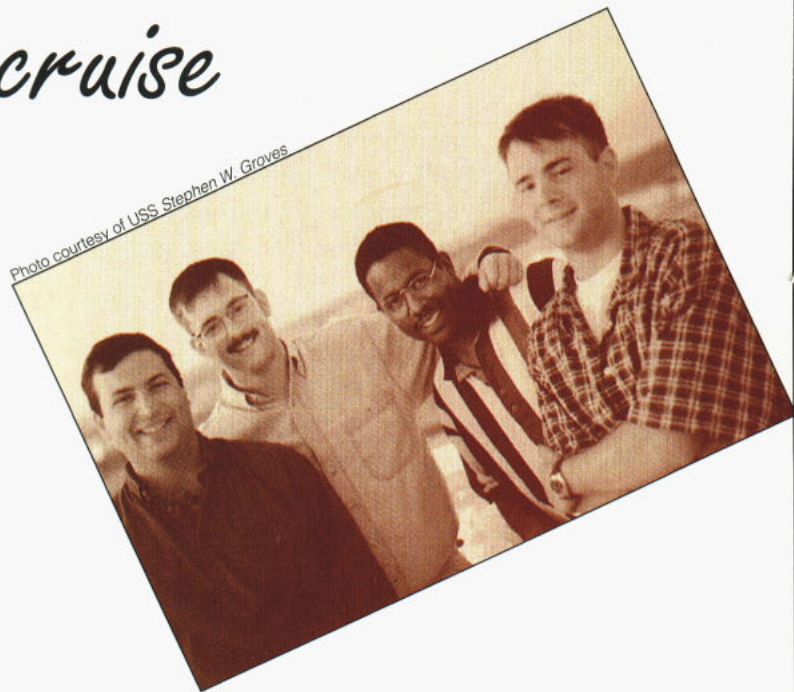


Photo courtesy of USS Stephen W. Groves

*ENS Chris Fortin, LTJG Dave Williams, ENS Chris Loundemon and MIDN 1/C John Lowell, of USS Stephen W. Groves (FFG 29), enjoy the day in Hurghada, Egypt after long weeks of patrol in the Red Sea.*

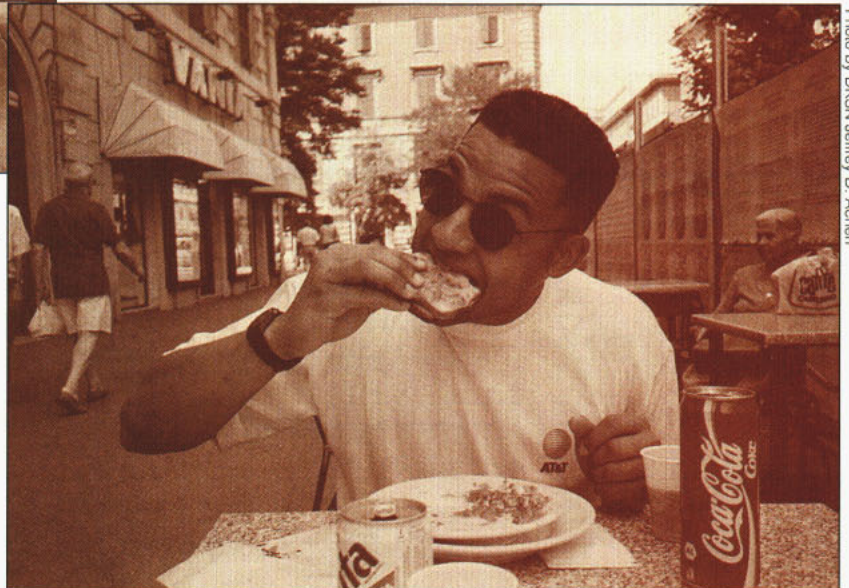


Photo by DKSJ Jeffrey D. Achen

*USS Thomas S. Gates (CG 51) crew member DK3 Ben Dukes, a native of Boston, enjoys an Italian meal in downtown Rome during a port call to Naples. Many tours were offered throughout the cruise.*



*MS2 Patrick Sullivan, DCFR Stephen Sullivan and FR Marlon Boquin, assigned to USS Barry (DDG 52), take in the ancient monument of Stonehenge, in Wiltshire, England.*

Photo courtesy of USS Barry

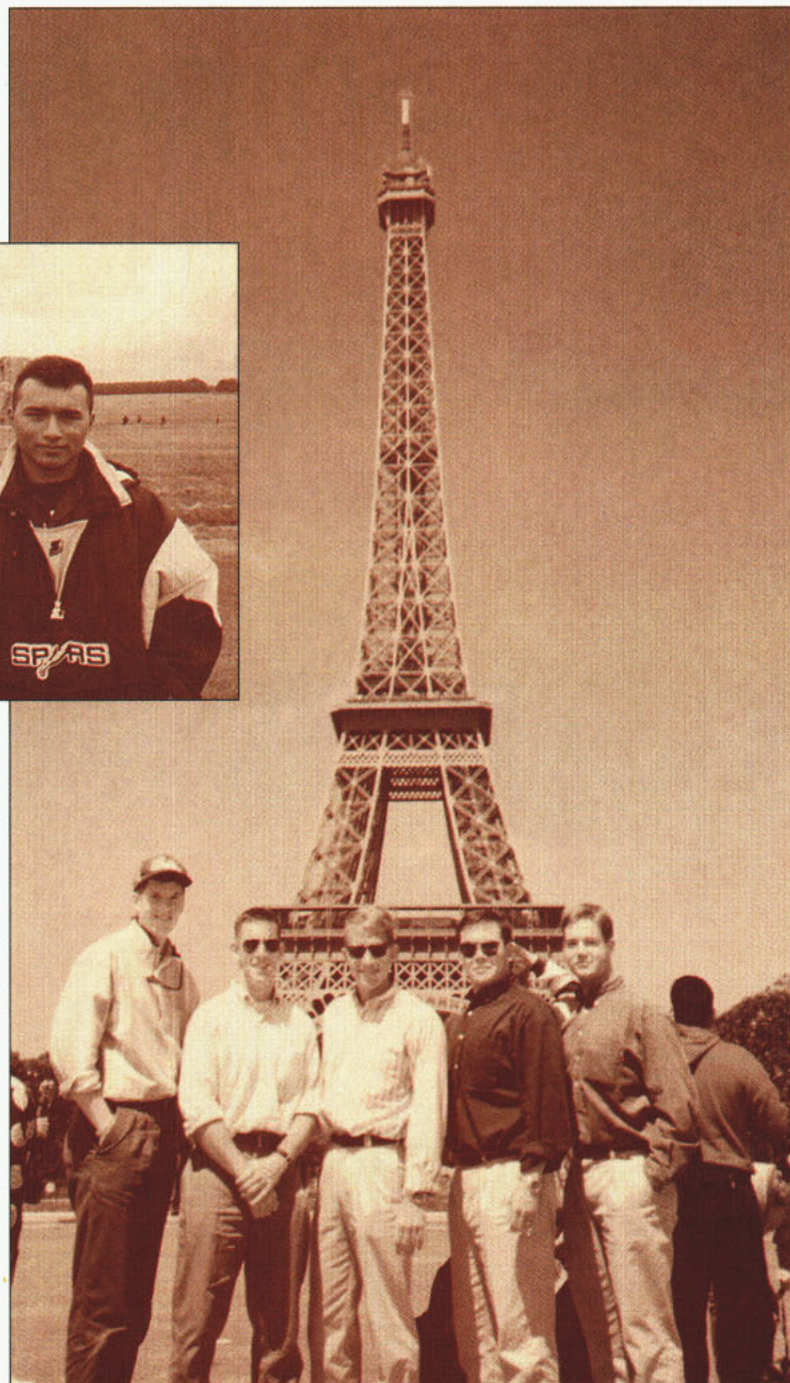


Photo courtesy of USS Thomas S. Gates

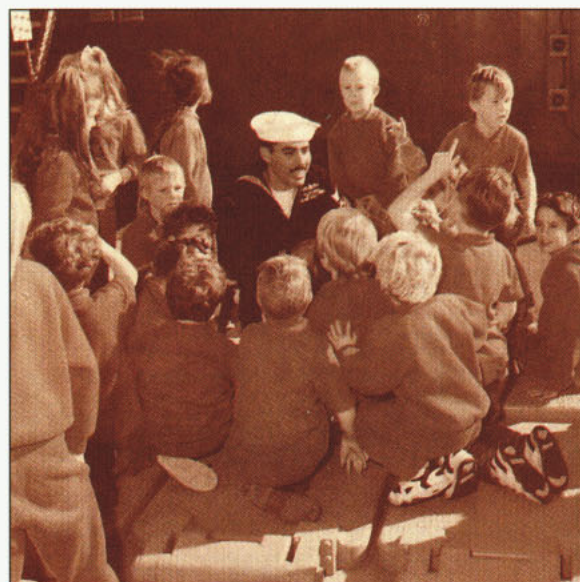


Photo by PH1 Donald E. Bray

*Children from the Star of the Sea primary school in Esperance, Australia flood a USS Antietam (CG 54) crew member with questions about the ship during a port visit.*

*ENS Roger Duimet, LT Mark Murray, LT Carl Herron, LT Stan Chien and LTJG Andy Olek, from USS Thomas S. Gates (CG 51), get the opportunity to visit the Eiffel Tower during a visit to Paris.*



## Museums by state

### ALABAMA

Mobile  
Alabama  
Drum

### CALIFORNIA

San Francisco  
Jeremiah O'Brien  
Pampanito  
San Pedro  
Lane Victory

### CONNECTICUT

Bridgeport  
HMS Rose  
Groton  
Nautilus

### DISTRICT OF COLUMBIA

Barry

### GEORGIA

Columbus  
CSS Chattahoochee  
CSS Jackson

### HAWAII

Honolulu  
Arizona  
Bowfin

### ILLINOIS

Chicago  
German U-505

### LOUISIANA

Baton Rouge  
Kidd  
Kenner  
Cabot  
New Orleans  
CSS Pioneer  
Delta Queen

### MARYLAND

Annapolis  
USS X-1  
Baltimore  
Constellation  
SS John W. Brown  
USCGC Taney  
Torsk

### MASSACHUSETTS

Boston  
Cassin Young  
Constitution  
Fall River  
PT 617  
PT 796  
Joseph P. Kennedy Jr.  
Lionfish  
Massachusetts  
Quincy  
Salem  
Salmon

### MICHIGAN

Muskegon  
Siversides

### MISSISSIPPI

Vicksburg  
Cairo

### MISSOURI

St. Louis  
Inaugural

# History lives aboard the Ship Museums



Jeremiah O'Brien  
San Francisco



Arizona Memorial  
Pearl Harbor



A growing fleet of aircraft carriers, submarines and other warships claim the title of the world's third largest Navy and the Pentagon knows virtually nothing about it! This seeming gap in naval intelligence is not a threat to national security, however, since the fleet is composed of more than 60 historic naval ships throughout the United States and Canada that are members of the Historic Naval Ships Association.

The 28-year-old association, based at the U.S. Naval Academy Museum, Annapolis, Md., promotes the preservation and exhibition of some of the most celebrated ships in history, including the frigate *Constitution*, the battleship *Texas*, the aircraft carrier *Yorktown* and the submarine *Silversides*.

According to Russell Booth, president of the association, their mission is to preserve, interpret and educate the public about the rich naval heritage of the United States and Canada.

"Most Americans and Canadians do not live near active naval bases and cannot enjoy the privilege of visiting a Navy ship," Booth explained. "To the millions of people who tour our ships each year, the vessels are not historic relics. To them, these ships are the Navy." ⚓





*Niagara*  
Erie, Pa.



*Constitution*  
Boston



*North Carolina*  
Wilmington, N.C.



*Lexington*  
Corpus Christi, Texas

*Individuals who wish to become  
members of Historic Naval Ships  
Association can contact:*

**Historic Naval Ships Association  
c/o U.S. Naval Academy Museum  
118 Maryland Ave.  
Annapolis, Md. 21402-5034**

## Museums by state

### NEBRASKA

Omaha  
*Hazard*  
*Marlin*

### NEW HAMPSHIRE

Portsmouth  
*Albacore*

### NEW JERSEY

Hackensack  
*Ling*  
Paterson  
*Fenian Ram*

### NEW YORK

Buffalo  
*Croaker*  
*Little Rock*  
*The Sullivans*  
New York  
*Edson*  
*Growler*  
*Intrepid*

### NORTH CAROLINA

Kinston  
*CSS Neuse*  
Wilmington  
*North Carolina*  
*Constellation*

### OHIO

Cleveland  
*Cod*

### OKLAHOMA

Muskogee  
*Battfish*

### PENNSYLVANIA

Erie  
*Brig Niagara*  
*SS Niagara*  
Philadelphia  
*Becuna*  
*Olympia*  
Pittsburgh  
*Requin*

### SOUTH CAROLINA

Mt. Pleasant  
*Clagamore*  
USCGC *Ingham*  
*Laffey*  
*Yorktown*  
*SS Savannah*

### TEXAS

Corpus Christi  
*Lexington*  
Ft. Worth  
*MSB 5*  
Galveston  
*Cavalla*  
*Stewart*  
*LaPorte*  
*Texas*

### WASHINGTON

Bremerton  
*Turner Joy*

### WISCONSIN

Manitowoc  
*Cobra*





Photo by JO1 (SW/AW) Randy Navaroli

USS Enterprise Aircraft Intermediate Maintenance Department



Photo by JO1 Ron Schaler

USS George Washington Air Department V-1 Division.

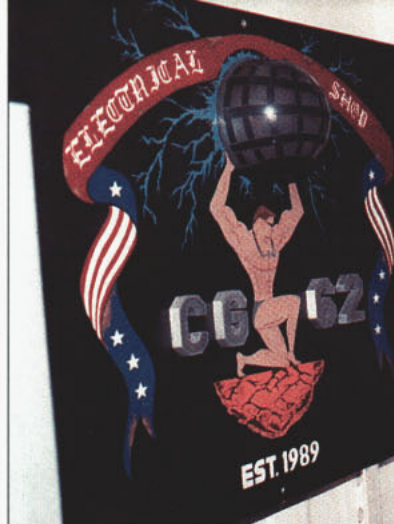


Photo by JO1 Ron Schaler

Engineering Shop on board USS Chancellorsville (CG 62).



RM3 Joshua Clark displays his art work for USS Comstock.

# Ships' Doors

Homegrown art opens portals to work spaces

Story by JO1 Ray Mooney

From a rating badge on the sleeve of your blues to the squadron insignia on the tail of a jet fighter, the Navy is big on identifying the groups to which we belong. It isn't true just of uniforms and aircraft, however. It's also evident on the doors that open to divisions and work centers throughout the fleet.

Whether it's a simple depiction of a rating or an intricate display of an idea, decorated doors introduce who or what is inside. "Other than the silver bulkhead plates that indicate which compartment it is, there's really no other indication of what's inside a space," said Radioman 3rd Class Joshua A. Clark aboard USS Comstock (LSD 45). "I guess the paintings are really just a way of notifying people what's in your space."

Clark, a Salem, Ore., native, decided to identify the radio room door when he noticed it was one of the few on board not decorated. "So I volunteered to draw the design and put it up there."

Clark's illustration is an alligator with radioman's sparks across his chest and electrical bolts coming out of his hands forming the word "Radio" above him. Behind the 'gator, an American flag and depictions of the world's land masses convey a patriotic theme.

The Navy tradition of turning simple structures into works of art dates way back, according to Chief Quartermaster (SW) R.H. Work, Comstock's navigation division officer. "If you take a look in the days of sail, they very easily could have made many parts of

USS George Washington's Food Service Office.

G-1 Ordnance Division on board USS Enterprise.

Entrance to SITE-TV aboard USS Comstock.

USS George Washington's Air Department V-2 air flask.



Photo by JO1 Ron Schaler



Photo by JO1 Ray Mooney



Photo by JO1 Ray Mooney







Photo by JO1 Ray Mooney



Photo by JO1 Ron Schafer



Photo by JO1(SW/AW) Randy Navaroli



Photo by JO1(AW/SW) Randy Navaroli

USS George Washington's Navigation office.

G-1 Division on board USS Enterprise.

USS Enterprise's Strike Ops.

just plain wood, but they went to great lengths to put detail and some design into their work. Almost every ship had a figurehead representing something to do with the ship itself."

Work, a Summerville, S.C., native who is decorating the door to the navigation office with a painting of a ship's wheel and signal flags, said that nose art on aircraft and even the Army's arm badges could have contributed to the phenomenon of decorating doors on ships. "The individuals in those particular groups used the art to differentiate between divisions or ranks, just like we do here."

Whatever the origin, boredom at sea, avenue for artistic expression or simply an elaborate nameplate, decorated doors do more than just

identify who resides in a certain space — these doorway depictions build esprit de corps and unity within the division. "It brought us all closer together during WESTPAC," said Engineman 3rd Class, Stephen Wiggins, a Centre, Ala. native aboard USS *Chancellorsville* (CG 62). As part of a departmental contest, engineering's A-Division decorated their door with a duck wearing sunglasses and brandishing a wrench, the slogan beneath reading, "Whenever you need a helping hand, don't hesitate to call an engineman."

The different ratings assigned to *Chancellorsville*'s engineering department decorate the door to the Central Control Station (CCS). "In this particular picture we just tried to convey the pride that we have down in engineer-

ing," said Gas Turbine System Technician (Electrical) 3rd Class Emmett E. McKinney, the artist who did the work. "When you get right down to it, all of us work together pretty well."

On the surface these decorated doors simply identify the men and women behind them, but they also issue a challenge to the division itself. "If you're just doing the bare minimum to get by, you probably don't want to bring attention to yourself," Work said. "But this act, this individual, personalized painting of the work center door attracts attention, and when you have attention your way, you have to produce." †

*Mooney is a San Diego-based photo-journalist for All Hands.*

USS George Washington's Chief Petty Officer's mess.

Mess Deck storage locker on board USS George Washington.

USS Enterprise hangar doors.

Photo by JO1(SW/AW) Randy Navaroli



Photo by JO1 Ron Schafer



Photo by JO1 Ron Schafer



Photo by JO1 Ron Schafer





*You're dropping like a meteor from the sky. Straight down. Doing the gravity dance at 120 mph. Free fall.*

**T**hey call it skydiving. Most of us are able-bodied enough to do it, provided we have the guts and the financial means. Some aren't that fortunate, however, and that's where Taz drops in.

"Taz" is Aircrew Survival Equipmentman 2nd Class Ronald D. Clark. He's a parachute rigger for SEAL Team 5 at Naval Amphibious Base Coronado, San Diego, and the head tandem instructor for a civilian skydiving school at a nearby airfield. *Tandem* means he straps himself to a student and they jump together. "I take students and instruct them on how to skydive and let them experience about a minute's worth of free fall," Taz explained.

at one point as a Navy test parachutist, putting new chutes through their paces to see what they could do. "That's basically how I've been trained in the military. If you're ever out of control, don't sacrifice stability for altitude. Go ahead and pull."

But he wasn't really worried about going out of control in the first place, and after 10 jumps with people who wouldn't have been able to jump by themselves, Taz hasn't had any trouble. He attributes that to the Navy as well. "Military training has played a big part in it," he said. "I've jumped with combat equipment, a big ruck sack, oxygen equipment, an exposed weapon and I can almost put the two

# Doin' the gravity dance

Story and photos by JO1 Ray Mooney

*A minute's worth. Sit and stare at the clock on the wall and imagine falling while the second hand makes one long, slow sweep of the dial, while Mother Earth snatches you toward her like moms snatch babies from hot stoves.*

Some of the skydiving students don't have the use of their arms or legs, but that doesn't slow Taz or the student.

"The first time someone approached me about a jump with a disabled person, I had some apprehension," Taz said. "They can't fly their own bodies, so you have to fly for them." Without control of their extremities, paraplegics or quadriplegics can't arch, that is, hold their arms and legs spread-eagled to catch the air and control the descent.

"I figured, after considerable thought, the worst thing that could happen was we would get out of control, and if I couldn't correct the problem I would go ahead and deploy my main canopy."

He learned that simple lesson in the Navy, having served



**PR1 Ron "Taz" Clark (r) briefs Rob Hanshaw before a tandem skydive. Taz frequently works with disabled people who share his passion for skydiving.**

together. Some of my students aren't able to fly their own bodies and combat equipment can't fly its body either. It's just one big mass you have to fly."

Taz jumps out of airplanes because he loves it. He teaches others to do it because he enjoys the camaraderie between instructor and student. And he works with those less physically gifted than himself because he hopes someone would do likewise if the fates turned against him.

"If that was to happen, I would hope that someone would take

me up and jump with me because I know I couldn't jump by myself," he said. "I'm in a position where I can let someone experience something that they probably never experienced before, the actual free fall, and I would hope somebody would do the same for me." ‡

*Mooney is a San Diego based photojournalist for All Hands.*





PR2 Ronald "Taz" Clark and Rob Hanshaw are strapped together for a tandem jump. Since Rob has no use in his legs, Taz has designed a system of straps that connect Rob's legs to his.







# Don't Cause a Continental Divide

Story by Patricia Oladeinde, photos courtesy of Immigration and Naturalization Service

**I**t could have been that stare you received between the oranges and the apples in the grocery store or that smirk you caught as you passed on the street. Maybe it was the way your name was pronounced by that significant other that gave you that heart-pounding, toe-tingling, instant belief that you were madly in love. Sure this may sound a tad bit far-fetched, but you've got to admit, couples meet and fall in love in the wildest ways every day. And for Sailors stationed around the world, that fact is no different.

From port to port many lasting friendships evolve — some even lead to marriage. So what happens if you discover the love of your life on the other side of the world? More importantly, what if you want to marry, but your intended mate is not an American citizen? Where do you go from there? How does your intended spouse gain legal entry into the United States or become an American citizen?

According to Immigration and Naturalization Service (INS) officers, it's not as easy as you may think. So if you're

a Sailor who wants to marry a foreign national, don't cause a continental divide; get the facts.

In this month's issue of *All Hands*, Tonya Susaraba, Head of Immigration Naturalization Branch of Navy JAG, International Law Division, talked with staff writer Patricia Oladeinde, to answer frequently asked questions regarding immigration. Look for Part II of this series in June's edition of *All Hands*. ‡

*Oladeinde is a staff writer for All Hands magazine.*



## Marriage and Immigration

**Q:** I'm a U.S. citizen and want to marry a foreign national in his or her native country; What do I have to do?

**A:** For Navy members, the policy for marriage to foreign nationals is governed by the Bureau of Naval Personnel Manual and regulations issued by local area commanders. Navy members contemplating marriage to a foreign national overseas must submit an application for permission to marry to the senior area commander in the area where the alien lives. Various background checks, medical screenings and counseling will be completed on both parties prior to the application's approval. This screening is intended to make the foreign national and the U.S. citizen aware of the rights and restrictions imposed by the immigration laws of the United States and hopefully avoid a marriage to a foreign national who is precluded from entering the United States.

**Q:** Under what circumstances, if any,



**You don't have to tell the Sailor whose mate happens to be from another country that "distance makes the heart grow fonder." You just have to tell him or her how to get the intended spouse closer.**

could my foreign intended spouse be denied entry into the United States?

**A:** There are a number of reasons for denying an immigrant visa, including but not limited to criminal convictions, drug trafficking and infectious or contagious diseases. Some of the reasons are waivable. Contact your local INS office for further information.

**Q:** I'm a U.S. citizen and would like to bring a foreign national to the U.S. to marry. How do I do that?

**A:** You can file a petition for a fiancée visa (K-1) for your intended spouse to come to the United States. The petition must be filed with the INS office having jurisdiction over the state in which the U.S. citizen resides. A fiancée visa, like an immigrant visa, can take many months to process. Therefore, file the petition as soon as possible. Once the petition is approved, the fiancée must then apply for a visa; the petition is valid for four months from the date of approval. The marriage must take place within 90 days after the fiancée arrives in the United States.

**Q:** What is a "marriage of convenience?"

**A:** This is a marriage which is entered into solely for the purpose of gaining immigration benefits for the alien spouse. It is illegal and can result in severe criminal penalties for both spouses as well as lifetime ineligibility for U.S. immigration for the alien spouse. Service members should certainly avoid this situation.

**Q:** How does the foreign spouse of a service member stationed overseas gain entry into the United States.?

**A:** Service members who are either U.S. citizens or lawful permanent resident (LPR) aliens can file an immigrant relative visa petition, INS Form I-130, together with supporting documentation, with the nearest U.S. Consulate. If the applicant is a U.S. citizen, the processing

time will vary depending upon the workload at the particular consulate, but can be expected to be completed fairly rapidly. However, since the spouse of an LPR is subject to annual quotas, the wait for an immigrant visa can exceed several years.

Don't wait one month or week before transferring back to the states to begin the necessary paperwork. This could result in a forced separation from your spouse while the petition is being processed. Contact the consulate as soon as possible after the marriage takes place.

**Q:** Can my spouse apply for a B-2 visitors visa to enter the U.S.?

**A:** In most cases, spouses and dependents of U.S. citizens and LPRs will not be issued B-2 visas because they do not meet the eligibility requirements. B-2 non-immigrant (visitor) visas are only issued to foreign nationals who wish to come to the United States for a temporary stay not to exceed six months. To be eligible for this type of visa, applicants must establish an "intent to return" to their native country. B-2 visas, therefore, are not issued to applicants who have an immigrant petition pending with the INS under another category. However, exceptions are made for spouses of nonresident Filipino service members who enlisted in the Philippines.

Under no circumstances should the spouse of a nonresident service member, who has entered the United States on a B-2 visa or is in a voluntary departure status, leave the United States without first discussing his or her departure and chance of re-entry with the local INS office.

**Q:** What if I'm transferred to the United States before my spouse receives a visa to join me.

**A:** Unfortunately, your spouse will not be allowed to enter the United States until a visa becomes available.



## ***Immigration and Naturalization Service Extends Validity of the Old I-151 "Green Card" until March 1996***

U.S. Immigration and Naturalization Service announced it is extending for one year, until March 20, 1996, the validity of Form I-151 green cards issued to lawful permanent residents prior to 1979.

The purpose of this extension is to ensure that those lawful permanent residents who have applied for the new I-551 counterfeit-resistant green card maintain acceptable identification while awaiting receipt of their new cards. If you did not apply by the March 20, 1995, deadline, you still have time. However, INS cannot guarantee that delinquent applicants will receive their replacement cards before the one-year extension expires on March 20, 1996. INS Commissioner Doris Meissner said, "The INS will continue to honor the old I-151 card until March 20, 1996, to avoid confusion about employment rights, entitlement benefits and eligibility or reentry into the United States by those lawful permanent residents who have not yet received their new cards."

INS regulations require that lawful permanent residents, still holding a Form I-151 card and who wish to maintain valid evidence of their status after March 20, 1996, must file a completed Form I-90 application for a new Form I-551 card, along with a \$75 filing fee, in person at the nearest INS District Office. Applicants who cannot afford the \$75 fee may request a waiver, and elderly and disabled persons unable to travel to an INS office may ask for special assistance. For more information, call INS toll-free at 1-800-755-0777.

### **Why isn't the "green card" green?**

What we know as a "green card" came in a variety of different colors at different times in its history. We still refer to them as "green cards" for the same reason dismissal notices are called "pink slips," sensationalized news is called "yellow journalism," and intended distractions are called "red herrings." In each case, an idea was originally associated with an actual item of the respective color. A lawful permanent resident (LPR) alien living in the United States may carry a card that is not green, but refers to it as a "green card." The alien does so because the card bestows benefits, and these benefits came into being at a time when the card was actually green.

### **Cleaning up the mess**

Things didn't go quite the way they were supposed to and now you need help. If your problem falls within any of these areas, call your legal assistance office at once. Failure to do so may cause unnecessary separation from your spouse or career.

- ★ You brought your intended spouse over on a fiancée visa and didn't get married within the 90-day time frame.
- ★ You brought your intended spouse over on a visa and got married without INS or your command's knowledge.
- ★ You brought your intended spouse over but decided not to get married.
- ★ Your spouse came over on one type of visa and it has expired.
- ★ Your intended spouse was granted a visa but has since been denied permanent status due to a background check.

U.S. Department of Justice/Immigration and Naturalization Service: Recorded message of information on visas, passports, family fairness policy, permanent residency status, etc., call (202) 514-4316



Immigration-Related Unfair Employment Practices Hotline: To report employment problems call (800) 255-7688

Amnesty Program/Legislation General Information To find out information regarding the process to request amnesty or become a legal immigrant call (212) 633-4200 or write the Refugee Office, 560 Sansome St., Suite 615, San Francisco, Calif. 94111.



# Immigration and Children

**Q: What are the rules for obtaining citizenship through birth?**

**A:** A person born in the U.S. automatically becomes a U.S. citizen. This is true even if the parents illegally entered the U.S. and are not U.S. citizens.

Births taking place outside of the United States and its possessions are handled differently, according to whether one or both parents are U.S. citizens. If both parents are U.S. citizens, the child is a U.S. citizen as long as either parent resided in the United States, or its possessions, at any time before the child's birth. If only one parent is a U.S. citizen, the child is a U.S. citizen if that parent lived in the United States, or its possessions, for at least five years – at least two years of which occurred after reaching 14 years of age.

Parents of children born outside the United States and its possessions



should obtain a Report of Birth Abroad of a Citizen of the U.S. (FS-240) and a U.S. passport for the child from the nearest U.S. Consul. Or, after returning to the United States., obtain a Certificate of Citizenship from INS after returning to the United States.

Overseas births outside of marriage obviously make U.S. citizenship questions more complicated. Check with the nearest U.S. Consul or your legal assistance officer for help in determining the citizenship status of a child.

**Q: What if my child was born in a local hospital not affiliated with the military or United States., or a child is born while visiting another country?**

**A:** There is no difference if your child is born in the base hospital or in the local

hospital; a report of birth abroad should be reported to the nearest U.S. Consul.

**Q: Can my child have dual citizenship?**

**A:** Many U.S. citizens, particularly those born abroad, also have dual nationality and are unaware of this fact. The dual nationality of children has important consequences to the military family, particularly in cases of parental child abduction and military service requirements.

Dual citizenship is a complex issue. Each country has its own rules on acquiring and losing citizenship, and one should check into the laws of his or her own country before acquiring U.S. citizenship.

There is nothing in U.S. law that prevents a foreign national who acquires U.S. citizenship from retaining foreign citizenship. However, there are certain circum-

stances (such as foreign military service) under which a dual citizen may lose U.S. citizenship through expatriation; but this, again, is a complex issue.

**Q: What types of military benefits are my children and intended spouse entitled to while waiting for a status report from INS?**

**A:** If the couple is married and one is waiting for status, he/she is entitled to the same benefits as any Navy spouse, e.g., ID cards, health benefits, commissary privileges, etc. ‡



# Thanks for being there

**Y**ou aren't out there alone. In addition to your chain of command, there are many organizations that provide support to Sailors and their families. These groups go an extra mile to enhance the well-being of those people who have served and continue to serve in the sea services of our nation.

The next time you see the folks from these organizations, say, "Thanks, Shipmate!"



NCOA photo

YN1(AW) George N. Taylor III, Sailor of the Quarter at Naval Station Annapolis, Md., receives a plaque from Randy Mix of the NCOA. Taylor went on to become Sailor of the Year for Naval District Washington.

## Who do you call?

If you know of other organizations in your area that help the Navy, don't forget to tell them, "Thanks!"

American Legion  
1608 K St., NW  
Washington, D.C. 20006  
(202) 861-2730

American Veterans  
4647 Forbes Blvd.  
Lanham, Md. 20706-9600  
(301) 459-9000

Association of Naval Aviation  
5205 Leesburg Pike, Suite 200  
Falls Church, Va. 22041  
(703) 998-7738

Association of Naval Services Officers  
P.O. Box 23552  
Washington, D.C. 20026  
(703) 696-4861

Bluejackets Association  
38933 Delaney Road  
Wadsworth, Ill. 60083  
(703) 830-4962

Fleet Reserve Association  
125 N. West St.  
Alexandria, Va. 22314-2734  
(703) 683-1400

Marine Corps League  
P.O. Box 370  
Merrifield, Va. 22116-0370  
(703) 207-9588

Marine Corps Reserve Officers Association  
201 North Washington St., Suite 208  
Alexandria, Va. 22314  
(703) 548-7607

National Naval Officers Association  
40 Lake Edge Drive  
Euclid, Ohio 44123  
(703) 697-8644

Naval Enlisted Reserve Association  
6935 North 26th St.  
Falls Church, Va. 22046  
(703) 534-1329



# Armed Services YMCAs help Sailors

**S**tep through the door of an Armed Services YMCA and you find a home away from home, friends who welcome you like family.

It's been that way for more than 85 years, since the Spanish-American War, when YMCA staff provided recreation to young Sailors onboard ship.

Offering a full range of emergency, social services, recreation, education and child care programs, at no cost or very low cost, the ASYMCA works closely with local military and community leaders to provide what sailors need, when they need it most, particularly the Sailor, E-5 and below, and their families.

"The Armed Services YMCA exists to supplement, to complement, all the great work the CNO, ADM Mike Boorda, and the Navy are doing to improve quality of life for our Sailors and their families," said retired RADM Frank Gallo, former Deputy Chief of Naval Personnel and the first retired career military officer to lead the privately funded charity.

"Last year we successfully responded to more than 550,000 requests, militarywide, and we intend to do more in 1995."

The ASYMCA operates 14 major branches and more than 50 program sites, on or near military bases nationwide. More than 80 percent of its \$12.5 million annual budget is spent

directly on program support. It also encourages more than 2,000 community YMCAs to meet needs of military members and their families.

ASYMCAs and affiliates serving the Navy are located at Norfolk; San Diego; Honolulu, Hawaii; Bremerton and Whidbey Island, Wash.; Newport, R.I.; Great Lakes, Ill.; and Jacksonville, Fla.

For more information, write: ASYMCA, HQ Suite 215, 6225 Brandon Ave., Springfield, Va. 22150-2510 or call (703) 866-1260.



ASYMCA photo

Naval Order of the United States  
120 Taylor Road  
Tiburon, Calif. 94920  
(703) 323-1673 (Jim Brooke)

Naval Reserve Association  
1519 King St.  
Alexandria, Va. 22314  
(703) 548-5800

Naval Submarine League  
P.O. Box 1146  
Annandale, Va. 22008

Navy Club of the United States of America  
P.O. Box 1306  
Lockport, N.Y. 14095-1306  
(716) 433-3387

Navy League of the United States  
2300 Wilson Blvd.  
Arlington, Va. 22201  
(703) 528-1775

Navy Wives Clubs of America  
4388 Water Briar Road  
Millington, Tenn. 38053-2258  
(901) 872-2269

Non Commissioned Officers Association  
225 N. Washington St.  
Alexandria, Va. 22314  
(703) 549-0311

Reserve Officers Assoc. of the United States  
One Constitution Ave., N.E.  
Washington, D.C. 20036-5624  
(202) 479-2200

The Retired Officers Association  
201 North Washington St.  
Alexandria, Va. 22314  
(703) 549-2311

Surface Navy Association  
7205 Burtonwood Drive  
Alexandria, Va. 22307  
(703) 765-7447

United Service Organizations, Inc.  
601 Indiana Ave., N.W.  
Washington, D.C. 20004  
(202) 783-8121

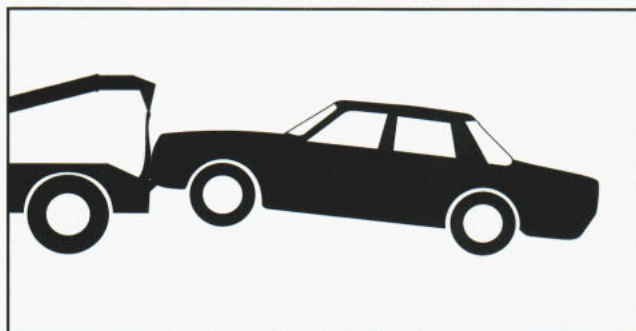
U.S. Navy Memorial Foundation  
701 Pennsylvania Ave., N.W., Suite 123  
Washington, D.C. 20004-2604  
(202) 737-2300

Veterans of Foreign Wars  
200 Maryland Ave., N.E.  
Washington, D.C. 20002  
(202) 543-2239

Wifeline Association  
Washington Navy Yard, Bldg. 172  
901 M Street S.E.  
Washington, D.C. 20374-5067

Women Marines Association  
36 S. Broadway, Apt 68  
Nyack, N.Y. 10911  
(703) 920-0530





# Emergency Situations

Story by Rae Mack

## Breakdown

Vehicle failures that leave drivers stranded are a common sight. Equipment can sometimes fail without warning. If you must stop, follow these procedures:

- Stop at a safe place, with all wheels well off the road. If you can't immediately pull off at a safe place, continue driving or coast until you reach a place to pull off.

Once you have stopped safely, turn on your emergency flashers.

- Get all passengers out of the car on the side away

from traffic.

- To indicate you need help, tie a white cloth to the antenna or door handle and raise your hood or trunk lid.

- Do not walk for help if you are on an expressway.

- If you are alone, don't open the car door for people offering help. Crack the window and ask them to call for help at the nearest phone. If the person who stops is a police officer, ask him or her for identification before you open the door.

## Sticking gas pedal

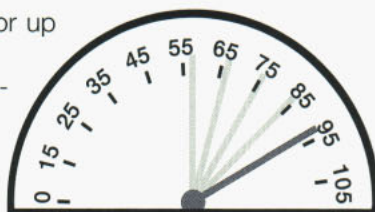
This is one of the easiest emergencies to remedy:

- Keep your eyes on the road.

- If you have time, lightly tap the accelerator pedal a few times to see if it returns to normal.

- If tapping fails, try pulling the accelerator up with the toe of your shoe.

If you still can't get it unstuck, shift into neutral or press down on the clutch. Leave the motor running. Don't turn off the ignition. You may lock your steering wheel and lose power steering and power brakes. The engine will race while you pull off and stop.



## Tire blowouts

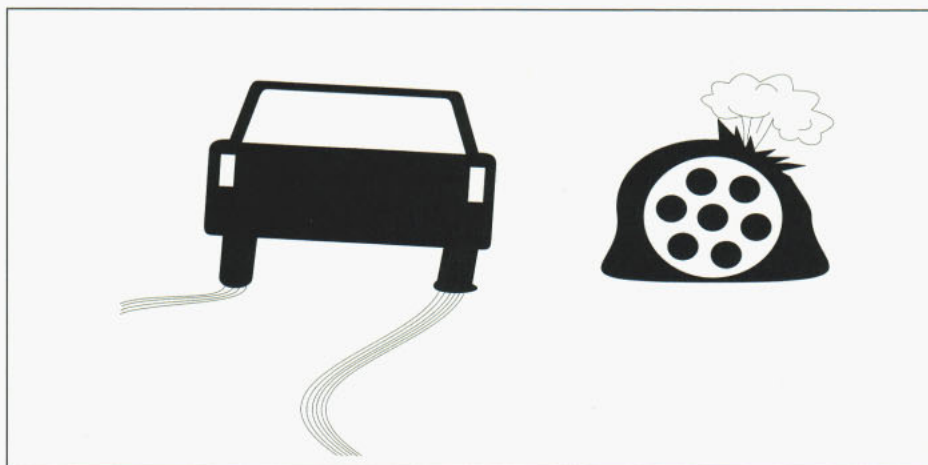
Blowouts are unexpected, and the driver's natural response is to slam on the brakes. That's about the worst possible reaction, because a sudden change in speed can throw the car into a skid. Here's what you should do instead:

- Don't panic; concentrate on steering instead.

- Hold the steering wheel tightly, and keep the car going straight down the road.

- Ease your foot off the gas pedal, but don't apply the brakes until you have complete control.

- After the car is under control, brake gently and pull off the road at the nearest safe spot.







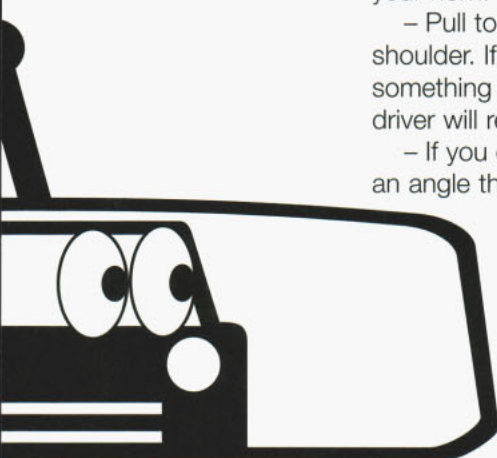
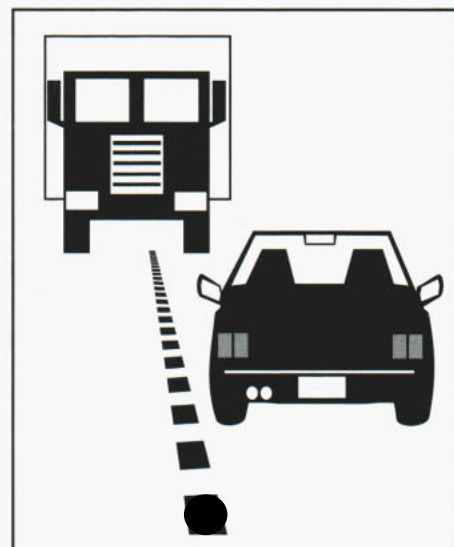
**Y**ou have to know what to do before an emergency. For instance, you can't consult a manual while trying to control your car when a tire blows out.

In an emergency, you have only a fraction of a second to make the right move. Your skills, knowledge and experience all have to come into play instantly. You have to know what to do before the emergency. Here are some emergency situations you may encounter on the road and ways to handle or avoid them.

### ***Oncoming car in your lane***

If you are threatened with a head-on crash and have some time, use these tactics:

- Slow down as much as possible and try to warn the other driver by flashing your headlights and blowing your horn.
- Pull to the right as far as possible - even onto the shoulder. If you must take to a ditch, try to hit bushes or something that will soften the impact. Don't go left, since there's always a chance the other driver will recover and hit you broadside.
- If you can't avoid a collision, try to steer your vehicle so you strike the other vehicle at an angle that will push you apart. Anything is better than a head-on crash.



### ***Threat of a rear-end collision***

If you're stopped at an intersection and see another car approaching fast from the rear, you can take two actions:

- If the way is clear, try to pull forward. It will reduce the impact and give the other car more chance to stop.
- If a crash can't be avoided, brace yourself and release your brake an instant before being hit. The car will move and reduce the impact. Immediately afterward, hit your brakes to regain control, as quickly as possible.



### ***Brake failure***

If your brakes fail, follow this procedure immediately:

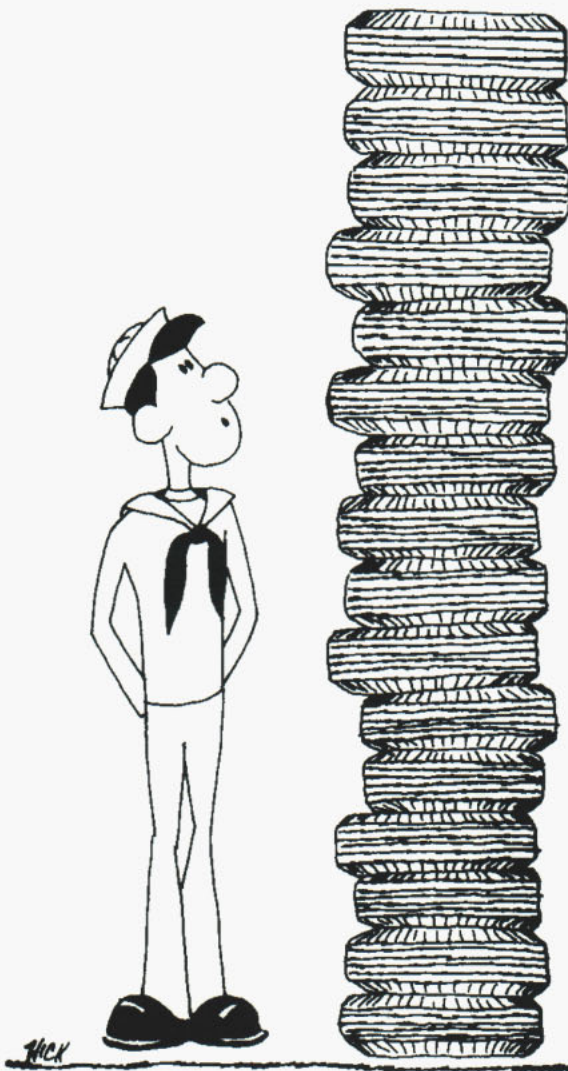
- Normally, you should pump the brake pedal hard and fast. This may activate the brakes enough to slow you down or stop you. However, if you have power disc brakes, don't pump the brake pedal. Simply apply slow pressure.
- Shift to a lower gear.
- Apply the parking brake gradually, but be ready to release the brake if you go into a skid.
- If none of these steps work, look for something to slow you down or an open space to use as an escape route.
- Once you've stopped, get help. Don't drive your vehicle again until the brakes are repaired.
- When you apply continuous, steady pressure on the brakes they may fail from overheating. To avoid this, use a lower gear to slow your vehicle.

*Mack is the editor of Safetyline, Norfolk.*



# Where the rubber meets the road

## Tire facts that could save your life



**N**avy men and women generally rack up about 15,000 miles a year in their personal autos traveling to and from the job, on leave and while executing orders.

A lot of thought is normally given to the maintenance and care of one's vehicle to avoid breakdowns and accidents. However, when it comes to tires, most of us are prone to give them merely a passing glance, along with a kick or two. Tire care demands much more.

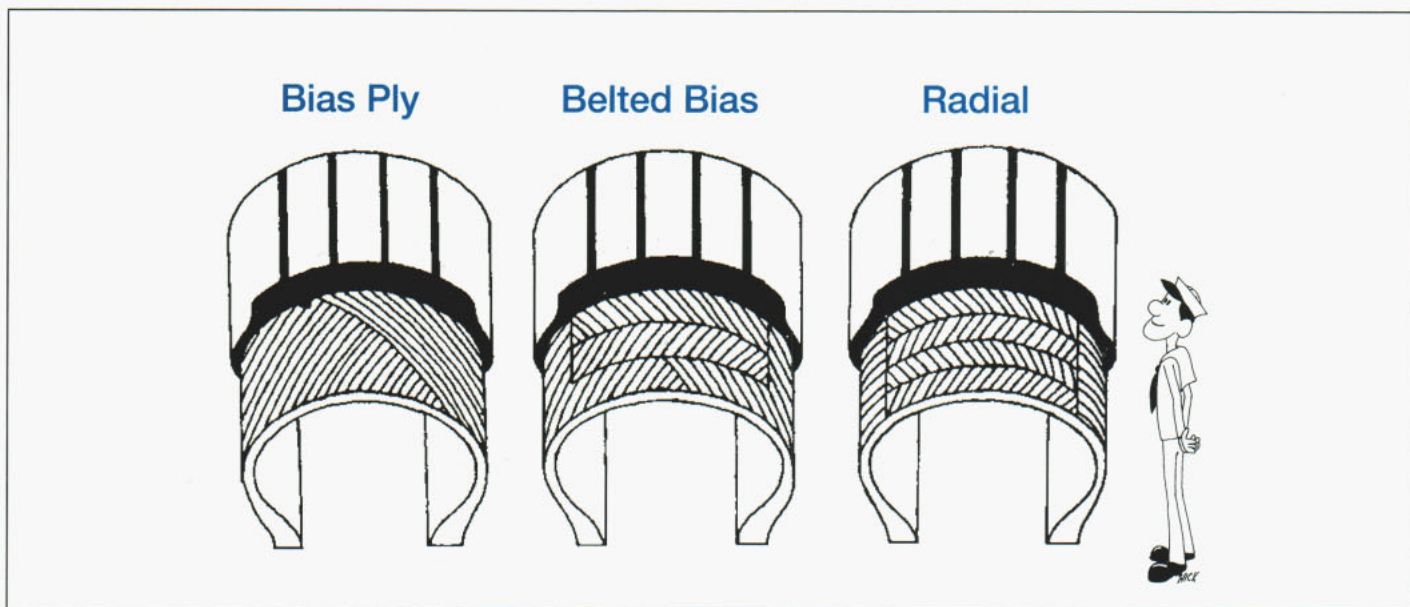
A tread wear indicator takes the guesswork out of tire maintenance; if they're showing (flat bands across a tire's surface) it means the tire is worn to 1/16 of an inch. It's time, then, to replace the tire or tires.

There's still the "penny test," an older means of checking tire wear. Place a penny into a groove of the tire with Lincoln's head down. If the top of Lincoln's head shows above the tread, the tire is worn below the minimum requirement. Tires with tread wear indicators showing and those flunking the penny test greatly increase your chances of having a serious accident. In fact, such tires worn past the 1/16-inch level are more likely to go flat or blow out than new tires.

On wet roads, tires with adequate tread depth funnel water through the grooves, leaving rubber in contact with the road. On the other hand, bald or worn tires with shallow grooves are more likely to skim over the water or hydroplane, causing the driver to lose control. It becomes difficult, if not impossible, to control a car's direction when the front end loses contact with the road.

Basically, there are three types of tires — the bias ply, belt-ply and radial. The bias is the conventional tire which has





been around since the 1920s. The design provides rigidity in both the sidewall and tread, but bias tires squirm more and tend to run hotter than the belted bias or the radial.

The belted ply construction provides a sidewall stiffness similar to the bias tire, with increased strength and stiffness in the tread. The belted ply tire squirms less than the bias tire, runs cooler and gives more mileage.

The radial tire has great stiffness and strength in the tread area. In some radials the belts are made of steel — in others, fiberglass or rayon. The radial, like the belted bias, has minimum squirm, runs cool and provides long wear.

According to the tire industry, radial tires reduce gasoline consumption significantly. In addition they provide better traction and cornering.

Various types of blowout- and puncture-resistant tires are on the market. Some have a steel safety belt underneath the tread. Some have an inner tire separated from the main body of the tire by an air space. Others use a sealant to prevent the escape of air because of a puncture.

In some of these “premium” tires there is a tendency to increase heat buildup; some others are difficult to balance satisfactorily.

In a puncture, an object penetrates the tires and permits the air to escape, usually without doing extensive damage to the body of the tire. If the tire is run while flat, it will

probably be destroyed. Even a piece of wire or a sliver of glass can produce a slow leak which eventually causes a flat. Such leaks should be repaired as quickly as possible.

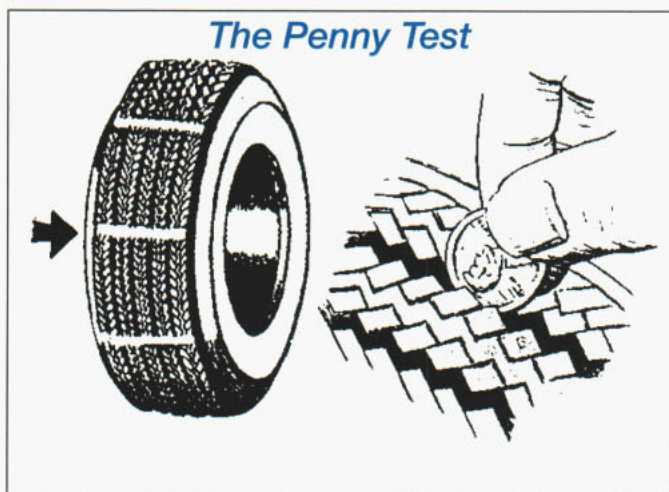
In a blowout, however, the cord gives way and the tire suddenly deflates. Most tires are not reusable following blowouts. A blowout may be caused by a slow weakening of the cord as a result of flexing, or by impacts with rocks, potholes or curbs. Blowouts are especially dangerous if they occur at high speed or on a curve. A blowout on a front tire produces a hard, steady pull, while on the rear, it causes a dangerous weaving motion.

Experts do not normally recommend mixing different types of tires on your car. Mixing them may cause the car’s handling characteristics to change and lead to dangerous situations.

If you use radials, they should be on all four wheels unless the tire manufacturer specifically states differently. Belted bias should be used on all four wheels also, but may be mixed with plain bias tires. In this case, the belted bias should be on the rear and the bias on the front. Never use different types of tires on the same axle.

There are many things you can do to prolong the life of your tires. One of the most important, and easiest, is to keep them properly inflated.

Under-inflated tires tend to





flex too much and run too hot, thus reducing their life. They also take a concave shape on the road surface which causes the edge tread to wear faster than center tread. On the other hand, over-inflation causes the tire to take a convex shape and wear the center tread faster than at the edges.

Tire pressure should be checked at least once a month - and don't forget the spare while you're at it. Follow the recommended pressures given in your owner's manual, and make the checks before you set out - while the tires are still cool.

Tire rotation should also be a regular part of tire maintenance. In city driving, front tires tend to wear faster due to cornering; highway driving is harder on rear tires. Rotating them about every 5,000 miles distributes this wear more evenly and gives you more mileage out of the whole set. Again, consult your owner's manual for frequency and methods of rotation for your car and the type of tires used.

The mechanical condition of your car, particularly of the front end, can also affect tire life.

- If your front end is out of alignment your tires will toe in, causing tread wear on the outside edge, or toe out, causing wear on the inside tread.

- Brakes which are poorly adjusted or which grab can cause tires to wear unevenly. An out-of-round brake drum can cause tread to wear quickly at one spot on the tire.

Unbalanced wheels vibrate and add to tire wear. All four tires should be balanced, especially if your car has independent suspension. Vibration and resulting tire wear are also caused by worn wheel bearings, worn shocks, loose tie rods or wobbly wheels.

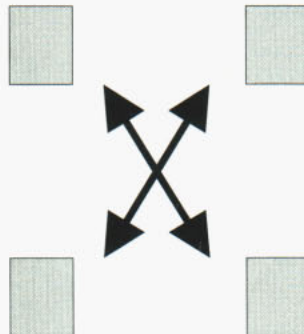
If uneven or excessive wear shows up on any one of your tires, have your car inspected. Tires are among the most expensive items on your car.

Choosing the proper tires and maintaining them properly will save you money in replacement, repair and gas mileage. It may also save your life.

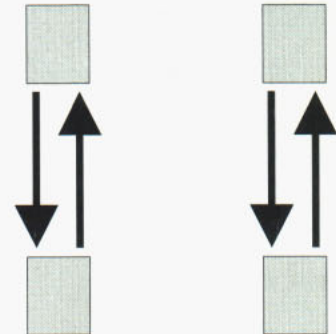
## Rotation Pattern Options

### All Vehicles

#### Front of car

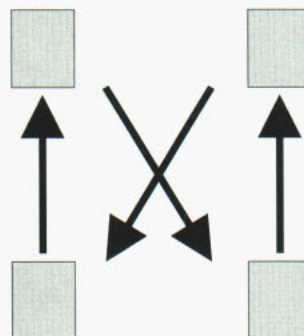


#### Front of car



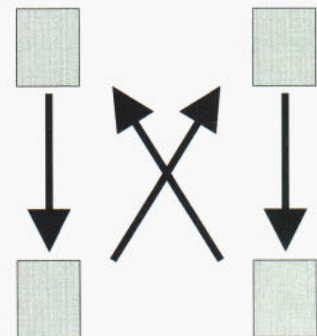
### Rear- and 4-Wheel-Drive Vehicles

#### Front of car



### Front-Wheel-Drive Vehicles

#### Front of car

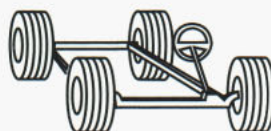


**For these rotation patterns, do not mix radial and non-radial tires. Do not include a "Temporary Use Only" spare in these rotation patterns.**

#### ALL FOUR TIRES SAME SIZE, SAME TYPE ON SAME VEHICLE

(Radial or Non-Radial)

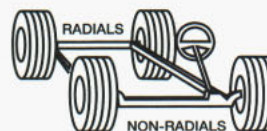
(Front-, Rear-, or 4-Wheel-Drive)



#### RADIALS AND NON-RADIALS ON SAME VEHICLE

(Front- or Rear-Wheel-Drive)

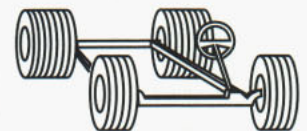
> Same size and type on axle.  
> Radials on rear axle, non-radials on front axle.



#### DIFFERENT SERIES (PROFILE) ON SAME VEHICLE

(Front- or Rear-Wheel-Drive)

> Same size and type on an axle.  
> Place the lower series (profile) tires on rear.





# Selecting the right tires for your car



**T**here are three principles you should keep in mind when buying tires:

- Choose a tire strong enough for the minimum load you intend to carry, over the roads you intend to use.
- Choose a tire that remains stable through curves and corners at maximum speeds you intend to drive.
- Choose tires that give the best performance under the combination of circumstances you expect to encounter while driving your car.

Tires take a terrific beating at today's high speeds, even on the best roads. Hitting stones, potholes or uneven joints in the pavement at 55 mph causes a tremendous strain on tire cords and can lead to a blowout.

Choosing for circumstances means you must get a tire for your kind of driving. Do you take long trips at interstate highway speeds, or is most of your driving done around town? Do you expect to drive in deep snow, slush or ice, or is most of your driving done on clear, dry streets? Different tires are designed for different circumstances that you should keep in mind when buying.

With all these variables and all the different choices

available, the question is: Which tire should I buy? The best thing to do is let a reputable tire dealer help you.

Once you've bought the tires you feel are right you'll have to treat them properly to get maximum wear and safety from them.

Nearly every motorist knows that new tires – either the first set on a new car or a replacement set on an older car – should be broken in by staying under 60 miles per hour for the first (or next) 50 miles. But did you know that the same procedure – not more than 60 mph for 50 miles – should be followed when a new spare tire is first used on the road?

To receive your free booklet  
on Tire Safety write to:

*Tire Industry Safety Council*  
*P.O. Box 3147*  
*Medina, Ohio 44258*



# Bearings

## Corpsman named Armed Forces Female Athlete of the Year



HM1 Elizabeth Evans was recently named Armed Forces Athlete of the Year. A member of the U.S. National Tae Kwon Do Team, Evans is ranked No. 1 in the lightweight division.

**H**ospital Corpsman 1st Class Elizabeth Evans was recently honored as the Navy and Armed Forces Female Athlete of the Year in a ceremony at the National Press Club, Washington, D.C. She will represent the United States at the upcoming 1995 Pan American Games.

Evans, who was recognized for her accomplishments in tae kwon do, said hard work and dedication are key elements to becoming a champion. "To attain success in sports or anything else you want to accomplish, all you need to do is set a goal, stay focused and go for it."

Evans is the 1994 United States National tae kwon do champion in her weight class.

A tremendous work ethic has helped Evans become a champion.

"This sport gives me a chance to push myself to the limit," she said. "The workouts are my favorite part — they're so difficult, intense and challenging that they make the competitive events seem anti-climatic."

Evans has her eyes set on an Olympic Gold Medal and has a vision to promote tae kwon do in the Navy. Currently, there isn't an organized tae kwon do team in the Navy. Evans hopes to spur increased interest and get one established.

Evans' rise to excellence has been rapid. She became interested in tae kwon do when her husband taught her a few kicks in 1987. "It's great to see someone that you got into the sport reach this level of achievement," said her husband and coach Troy Evans, a hospital corpsman in the

Navy Reserve.

"What I've learned in the Navy has given me an advantage over my civilian competition," said the champion.

"Tae kwon do is very structured, with a specific rank structure and order. My Navy experiences have really helped." The discipline, the ability to get up early in the morning and train, and command support are all important elements of her success. †



Story by JO2 Kathryn Henry and photos by PH2 Craig Peterson. Both are assigned to Naval Submarine Base, Bangor, Wash.

## Navy reservist brings eye care to remote islands

**S**ome native Alaskans are seeing things a little more clearly thanks to a recent visit from CDR W. Mark Potampa, a Seattle ophthalmologist and Navy reservist.

Potampa joined the crew of USCGC *Storis* for a humanitarian visit to the remote Pribilof Islands of St. George and St. Paul in the Bering Sea. He treated about 150 patients — about 15 percent of the islands' residents — free of charge during the cutter's six-day stay.

There are no vision services on the islands and residents usually must wait for infrequent visits from a visiting Indian Health Services optometrist or travel to Anchorage, Alaska. Potampa's patients were able to purchase their eyeglass prescriptions by mail at



CDR W. Mark Potampa, a Seattle ophthalmologist, treats an Alaskan patient in the remote Pribilof Islands in the Bering Sea where eye care is not easily accessible.

a substantial discount thanks to arrangements he made with a Spokane, Wash., optical store prior to making the trip.

*Storis* brought more than good eye

care to the islands. Coast Guardsmen completed several other humanitarian service projects. On St. George, they painted the community priest's house, which had been vacant and deteriorating for 12 years. They also completed electrical work in the island's clinic.

On St. Paul, *Storis* crew members joined a community beach cleanup in the seal rookeries. The cleanup filled two trailers with debris from the beaches. The crew also rebuilt several fences in St. Paul, including one around the cemetery that had fallen victim to weather and vandalism. †

PA2 Marsha Klein is assigned to U.S. Coast Guard Public Affairs Detachment, Kodiak, Alaska.





## Native American CPO retires with traditional Chippewa honors

The smoke of a peace pipe curls around a ceremonial circle. Four men pound a single, wide drum in deep stomach-pulsing unison. Together, the Native Americans lift up their voices in a high wailing chant. They ask the spirits to bless those present and honor one of their own, Chief Ocean Systems Technician (Analyst) Dianna Goodsky.

Goodsky, a Native American, was given a very unusual retirement ceremony recently in Dam Neck, Va., when family and tribal members of the Bois Forte Band of Chippewa Indians, came from Nett Lake, Minn., and other parts of the United States and Canada to honor her with tribal song and dance.

The retirement ceremony was one of many contrasts, with Goodsky serving as the cultural bridge between the Sailors and officers in service

dress blue uniforms and Native Americans dressed in colorfully embroidered, beaded and feathered ceremonial regalia. The mood of the ceremony shifted between ancient Native American songs and music to the patriotic parade and pomp of the U.S. Atlantic Fleet Navy band.

"Native Americans are very proud of their members who serve in the military," said Jerome Whiteman, the Bois Forte Band Tribal Counsel representative. "The tribe sponsored the family, singers and dancers to be here. Dianna Goodsky is the first woman from Nett Lake to retire from the military."

At the age of 18, Goodsky felt a need to get away and travel. She recalled an experience in Great Lakes, Ill., where her dad was stationed with the Navy, that made a big impression on what her future goal would be.

"I was in seventh grade and riding in a car when I saw this woman in her summer white Navy uniform. She was walking tall and proud with her head up and I remembered wanting to be like that. When I saw her, I literally turned around in the car to keep watching her until I couldn't see her anymore. That image stayed with me," Goodsky said.

At the retirement ceremony, Goodsky was presented with her second Navy Commendation Medal for being a driving force in the consolidation of the undersea surveillance community. She received



two U.S. flags, one flown over her former duty station in Brawdy, Wales, and the other, flown over NATO headquarters.

Her father presented her with a medallion made of porcupine quills and a clutch of eagle feathers from the tribe to signify her accomplishments in the military and to help guide her in the ways of the spirit. One of the eagle feathers was white. Within the Native American community, a white feather is considered the highest honor. †

*JO1 Annabelle St. Germain and Alexander C. Hicks Jr. are assigned to the Navy Public Affairs Center, Norfolk.*





# Bearings

## USS *Underwood* celebrates Grenada's independence

**T**he Sailors of USS *Underwood* (FFG 36) recently helped the people of Grenada celebrate the Caribbean nation's 21st Independence Day marking the day the British "Union Jack" was lowered and the flag of the Independent State of Grenada was raised for the first time.

"It's an honor to represent the U.S. in such an historic event as Grenada's Independence Day," said CDR Victor G. Guillory, *Underwood*'s commanding officer.

Crew members marched in the celebration parade in the city of St. George. "It was really exciting," said Quartermaster 3rd Class Michael Potts. "The island was beautiful, the people were nice and we got to march side-by-side with the Grenadan military forces. I had never done anything like that before."

In 1983 U.S. forces overthrew Cuban-backed revolutionaries who



Sailors from USS *Underwood* mark the 21st anniversary of Grenada's independence from Britain. The ship and crew participated in a parade and other Grenadan Independence Day events during a port visit to the Caribbean nation.

had seized control of Grenada.

Many local citizens were grateful to U.S. service members. "We're very happy to have the U.S. Navy here," said James Bishop, owner of a Grenadan water taxi. "I was only 13 when the Americans fought for us here

in Grenada and I was very happy to see them back then."

One *Underwood* Sailor was part of that operation. "This visit certainly is more joyous than my last one," said Chief Aviation Structural Mechanic (Hydraulics) (AW) Richard Peavy, who then was assigned to a helicopter detachment aboard USS *Moosbrugger* (DD 980).

"We were here from the beginning of the invasion to the end accepting wounded onto our ship to await further transfer to USS *Saratoga* (CV 60). I saw a lot of tragic events back then. I'm proud to have been a part of the invasion that freed these people from the Cuban-backed regime that was trying to take over." ‡

Story and photos by JO2 Timothy Birchard who is assigned to Commander, Fleet Air Wing Caribbean.

## Swimmer snared from turbulent seas

**C**onsider being dragged in by the suction created by a turning 13-foot submarine propeller such as the one on USS *Batfish* (SSN 689), then hurtling down a river's white water rapids through a rugged canyon.

This is the scene that *Seahawk* helicopter pilot CDR Jim Thompson and his crew saw over exceptionally rough Caribbean waters near the Island of Vieques.

A swimmer aboard *Batfish* was standing by on the deck of the sub, when a powerful wave broke over the stern. "The force caught him up, broke his retaining strap and thrust him overboard," Thompson said.

The swimmer had severely injured his knee when he struck metal and his ability to swim was restricted.

The Sailor struggled astern of the sub when he got caught up in the engine's draw and was sucked toward the propeller less than 50 feet away.

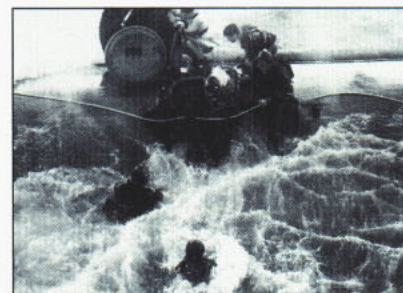
Air crewman and rescue swimmer Aviation Systems Warfare Operator 3rd Class Rafael Garcia was briefed not to disengage from the cable during the rescue.

"I could (have lost) Garcia as well as the stricken Sailor," Thompson said.

Garcia made repeated attempts to grab the victim, but the erratic waters didn't allow for an easy rescue.

Garcia would close in on the Sailor, and rough water would flip him out of reach. Finally, the air crewman snared the injured Sailor, who was lowered to safety and treated aboard *Batfish*.

"I just did what I was trained to do, but I'll never forget the sight of that



U.S. Navy photo

Stormy seas lash Sailors and USS *Batfish* after an HS-3 helicopter crew saved a foundering submariner who was torn from the hull and dragged toward the sub's propeller.

injured Sailor or all the noise of the storm, the sea, the helicopter engines and the prop of that submarine," said Garcia. "He was injured and couldn't save himself. I did my job." ‡

Story by Frank Geary, an associate writer for the Jax Air News.





## Moffett Field Sailors make a difference

**S**ailors from Naval Air Reserve (NAVAIRRES) Santa Clara at Moffett Field, Calif., are going back to school — way back. They're going to elementary school as part of the NAVAIRRES Personal Excellence Program.

These Sailors are hitting the classrooms at nearby Whisman Elementary to strengthen education and citizenship skills of the children there and serve as positive role models. With "Believe, Achieve, Succeed" as their motto, they assist in the classroom.

"It's important to have this kind of interaction," said Eleanor Yick, Whisman Elementary principal. "The students learn more if there is someone listening and helping them to read. The learning is also doubled if the person listening is a role model, such as people in uniform."

The program targets first, second, and third grade students at Whisman.



"Children are like sponges. They absorb everything they're exposed to, and in today's world, we don't give them the credit they're due," said Yeoman 1st Class Priscilla Rayson.

The Sailors said they enjoyed the experience as much as the students. "I really got a good feeling helping the students with their reading," said Aviation Electrician's Mate 1st Class Kurt Sperry. "It was rewarding." Aviation Structural Mechanic 1st Class Mike Pope had a personal reason for volunteering. "I wanted to

◀ AME1 Mike Pope tutors elementary school students Desmond Coleman and Adrian Orosco with their math lesson.

▼ YN1 Marrietta Pomeroy helps Monique Shimak with an English assignment.



get involved in my daughter's school," he said.

"Whisman has 340 students with 27 to 29 students per class. So, the

opportunity for big brothers and sisters is important," said Yick. "Future visits to the school will be on a weekly basis. The students benefit by having someone they look up to, listen to them and help them read." †

*Story and photos by JO2 James D. Berry, assigned to Naval Air Reserve Santa Clara, Moffett Field, Calif.*

## Iowa mayors can do

**A**merica's best and brightest have often responded to the call of the armed forces, especially when others are in need. Two cities in Iowa recently sent their best to help the Navy. They sent their mayors.

Mayor Benjamin Dewitt of Shell Rock and Mayor Larry Litterer of Dougherty put aside their bureaucratic duties and donned the camouflage uniforms of Navy Seabees.

As part of their annual reserve training, Chief Equipment Operator Dewitt and Construction Mechanic 2nd Class Litterer spent 17 days working with Naval Mobile Construction Battalion (NMCB) 4 in Puerto Rico. The bulk of NMCB 4's Seabees are working at the U.S. base in

Guantanamo Bay, Cuba, improving the living conditions of more than 30,000 Cuban migrants. Reservists, including the two mayors, filled in at Naval Station Roosevelt Roads by handling the duties their active-duty counterparts would normally perform.

Dewitt led a construction crew in finishing a patrol road at the naval station while Litterer kept busy with the mountainous task of maintaining much of NMCB 4's heavy construction equipment.

"It's been a pleasure working here with NMCB 4," said Dewitt. "They've been very supportive and we felt a great sense of accomplishment — I've certainly been 'More with Four,'" he said referring to the battalion's motto. †



**Mayors Benjamin Dewitt and Larry Litterer put aside their elected duties for Naval Reserve training with the Seabees.**

*Story by LTJG Rich Foreman, photo by RP2 Paul Wolvin. Both are assigned to NMCB 4.*



# Shipmates



**Flordeliza Swartz** has been named 1993 Navy Exchange System Worldwide Associate of the Year. Swartz is a cook at the Navy Exchange Cafeteria at Naval Station San Diego. A member of the Total Quality Leadership program and the process action team, Swartz was also named Navy Exchange Naval Station's Service's Division Associate of the Fourth Quarter 1993.



**Personnelman 1st Class Linia K. Holloman** was selected as Commander, Naval Reserve Recruiting Command Counselor of the Year for FY94. A native of Philadelphia, she serves on the Atlantic Fleet Career Information Team in Norfolk, presenting pre-separation briefings to departing active-duty service members.



**Equipment Operator 1st Class Gerald W. McNally** of U.S. Naval Mobile Construction Battalion (NMCB) 4, Guantanamo Bay, Cuba, was named Senior Seabee of the Year for 1994. The Bark River, Mich., native was selected as the top Seabee from 300 petty officers assigned to the battalion. After attending Instructor School, McNally will report to Naval Construction Training Center, Port Hueneme, Calif., as an instructor.



**Signalman 1st Class (SW) Steven F. Alt** of USS Guam (LPH 9) was named Senior Sailor of the Quarter for the second time in less than a year. A native of Shelby, Neb., Alt has set two career goals for himself. "I want to either retire as a master chief petty officer or attain the rank of lieutenant commander as a limited duty officer," said Alt. He plans to apply for the LDO program soon.



**Hospital Corpsman 1st Class Cynthia A. Tripoli** was selected as Military Member of the Year at the Military Entrance Processing Station, Springfield, Mass. The Toledo, Ohio, native was recognized for exceptional leadership, personal dedication and technical achievement in the processing of applicants desiring to enlist in the armed forces.



**Your shipmate's face could be here!** Does your command have a Sailor, civilian employee or family member whose accomplishments deserve recognition? Send us a short write-up and full-face photo. Black and white, color print, slide or Polaroid will work. Our address is *All Hands* magazine, Naval Media Center, Publishing Division, Naval Station Anacostia, Bldg. 168, 2701 S. Capitol St. S.W., Washington, D.C. 20374-5080.

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Photo by PH2 Craig Peterson

# Any day in the Navy

*May 18, 1995, is just like any other Navy day, but we want you to photograph it.*

**B**oth amateur and professional civilian and military photographers are asked to record what's happening on their ships or installations on May 18, 1995, for a special photo feature to appear in the October edition of *All Hands* magazine.

**We need photos that tell a story** and capture the faces of Sailors, Marines, families and Navy employees. We're looking for the best photos from the field, for a worldwide representation of what makes the Navy what it is.

**Accept the challenge!** Photos must be shot in the 24-hour period of May 18. Submit processed color slides or 5 x 7 or 8 x 10 color or black and white prints. Photos should be printed for magazine quality.

**Submissions must include full credit and outline information.** This includes full name, rank and duty station of the photographer; the names and hometowns of identifiable people in the photos; details on what's happening in the photos; and where the photos were taken. Captions must be attached individually to each photo or slide. Photos must be processed and received by *All Hands* by June 19, 1995. Photos will not be returned.

**Our mailing address is:** Naval Media Center, Publishing Division, ATTN: *All Hands*, Naval Station Anacostia, Bldg. 168, 2701 S. Capitol St. S.W., Washington, D.C. 20374-5080. Questions may be addressed to PH1 Dolores Anglin at DSN 288-4209 or (202) 433-4209.

**Copy this form and attach a completed copy to each photo you submit.**

Photographer: \_\_\_\_\_

Full name: \_\_\_\_\_

Rank: \_\_\_\_\_

Duty station (including mailing address and phone number): \_\_\_\_\_

\_\_\_\_\_

Photograph: \_\_\_\_\_

Caption (what the photo depicts): \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

People in the photo (include first and last names, ranks/ratings, warfare designators and home towns):

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_





*NAME:* SH3 Antonio Muniz

*SHIP:* USS Supply (AOE 6)

*HOMETOWN:* New York City

*JOB DESCRIPTION:* Makes sure shelves in the ship's store are stocked with what Sailors want.

*PLACES VISITED WHILE IN THE NAVY:* Japan, Philippines, Singapore, Australia, British Columbia and Mexico.

*HOBBIES:* Playing basketball and football.

*BEST PART OF THE JOB:* "Providing customer service and improving morale. As the ship's store operator, I can give more to the crew in my space than any other place on board ship."

